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2005
United States HOT ROD Association
OFFICIAL SOUVENIR YEARBOOK

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WELCOME TO THE SHOW

Whether this is the first or fiftieth time we have been in your hometown, if you are a rookie or veteran of our shows, we're glad that you came to see the ultimate in monster truck family entertainment. Tonight we promise to bring you the best there is to offer in motor sports entertainment.

Every year, we look for ways to make our shows "better than the best ever". In addition to the outrageous monster truck action, tonight you might see the daredevils of freestyle motocross performing their stunts 30 feet above the show floor. Perhapsyou will witness the best quad riders in the country compete for the top spot on the podium in Quad Wars. Also, you may get to see regular people like yourself compete in one of our classes of D.I.Y. Motorsports (Do It Yourself) in the form or Street Warriors or Demolition Derby. You might see those that have stepped it up a notch and compete in our Pro Stadium or Pro Arena Trucks brackets. Regardless of what has been scheduled for the show, you will no doubt be given a night to remember. Some young fans might become inspired enough to pursue a career in motor sports because of tonight's show. Look around you. You might be looking at the next Dennis Anderson, or Tom Meents, or Jim Koehler, or Madusa, or...

The USHRA has taken some major steps in making monster trucks a world-wide spectacle since the last time we saw you. In the fall of 2004, the USHRA took its stars to Europe for the first-ever USHRA Monster Jam European tour. Playing 12 shows to packed houses (including seven sell-outs) in Antwerp, Belgium; Stockholm, Sweden; and Helsinki, Finland; the USHRA has started a fan base in Europe that will see even more people become addicted to what we all enjoy - awesome displays of high-flyin', car-crushin' monster truck power. You can read more about what happened in Europe by checking out pages 34-38.

Long-time USHRA announcer Scott Douglass returns to our pages with a review of the unprecedented three-way tie for the World Freestyle Championship in 2004 with an article featuring champions Madusa, Lupe Soza in El Toro Loco and Tom Meents in Maximum Destruction. Look for their views on pages 16-21. Finally, we would be totally remiss if we didn't mention Dennis Anderson and the realization of his 22-year quest to be crowned the World Racing Champion. Read all about it on pages 24-28 and get a little peak into the future of Grave Digger.

Don't forget to check out the all new season of Monster Jam, Saturdays on Speed Channel. See the biggest stars of the USHRA, including Grave Digger, Maximum Destruction, Blue Thunder, Madusa and more! Check your local listings for air times in your area.

So here we are. The monsters are here. You are here. All we need is a little excitement to help create memories that will last a lifetime. Get out your cameras so you can capture the moment as we get set to bring you the best entertainment value around. From all of us at Clear Channel Entertainment – Motor Sports, we're glad you're here and ...

ENJOY THE SHOW!

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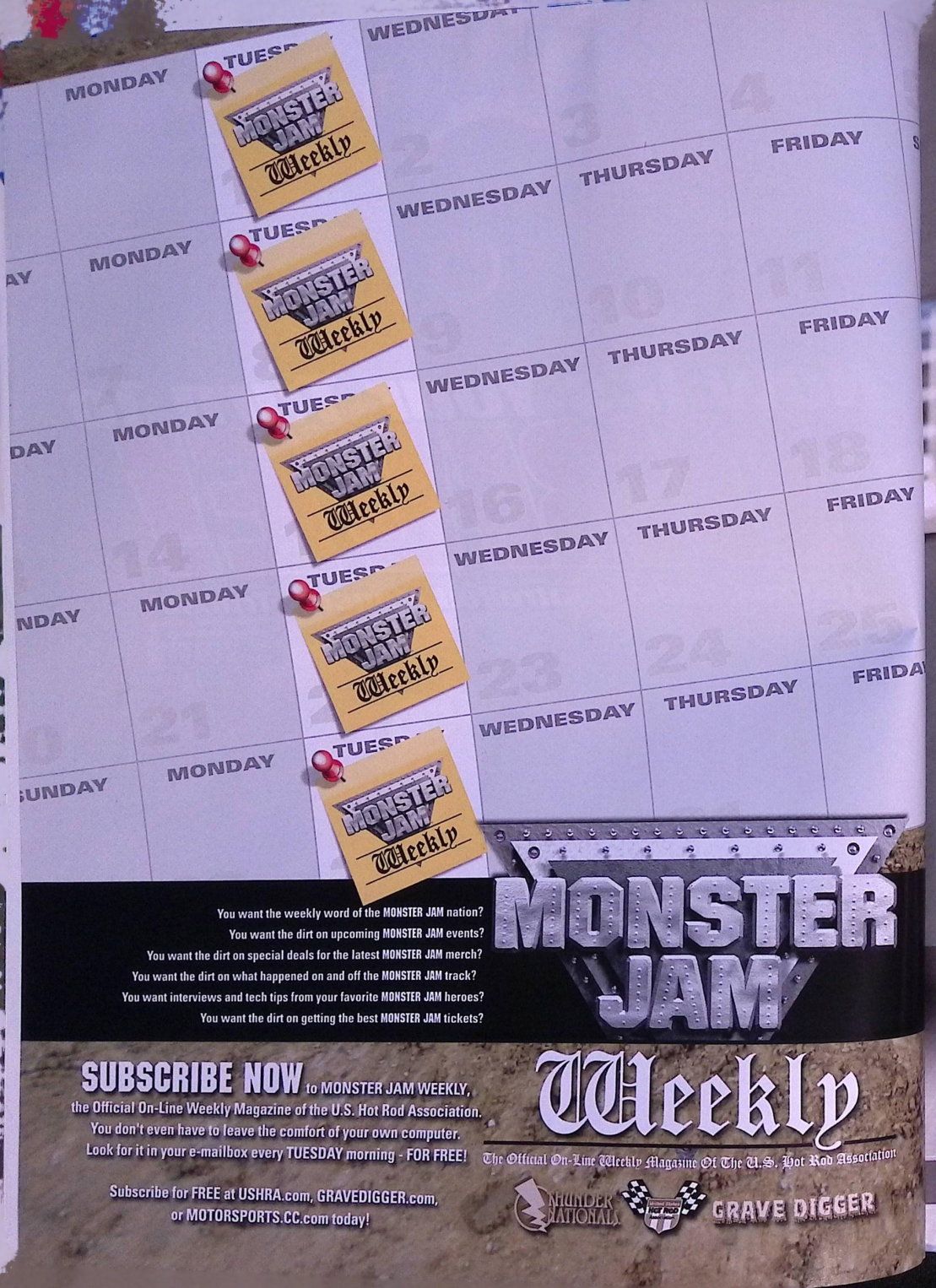
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You want the weekly word of the MONSTER JAM nation?
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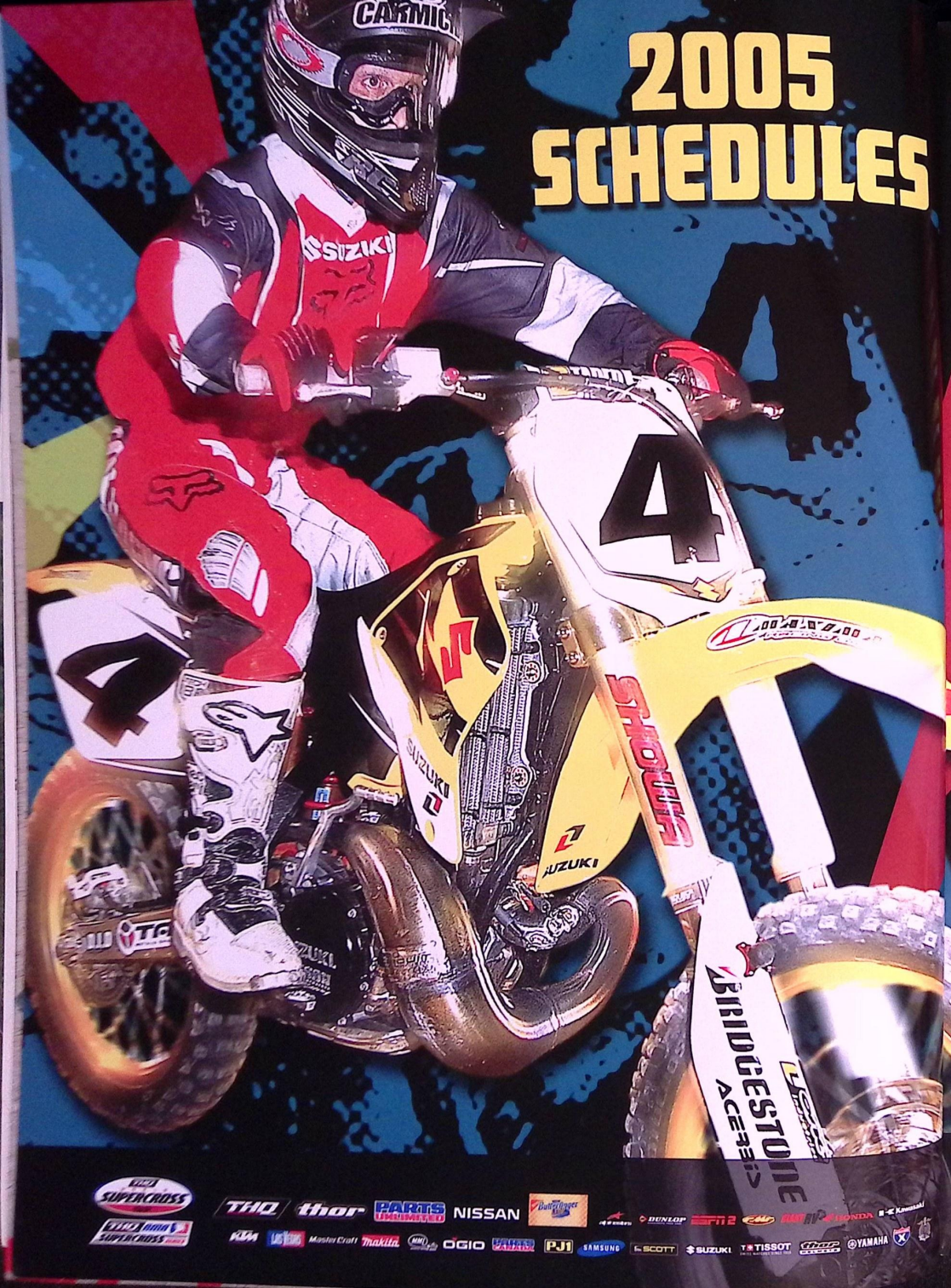
March 19, 2004

The day before the Monster Jam World Finals, the 16 drivers of the world's greatest monster trucks gather for an epic group photo, perfect for collecting autographs!



2005 SCHEDULES

THQ WORLD SUPERCROSS GP

THQ AMA SUPERCROSS SERIES

TORONTO, ON — DEC 4 - SKYDOME•
VANCOUVER, BC — DEC 11 - BC PLACE STADIUM•

ANAHEIM, CA — JAN 8 - ANGEL STADIUM OF ANAHEIM•+
PHOENIX, AZ — JAN 15 - BANK ONE BALLPARK•+
ANAHEIM, CA — JAN 22 - ANGEL STADIUM OF ANAHEIM•+
SAN FRANCISCO, CA — JAN 29 - SBC PARK•+
ANAHEIM, CA — FEB 5 - ANGEL STADIUM OF ANAHEIM•+
INDIAPOLIS, IN — FEB 12 - RCA DOME•+
SAN DIEGO, CA — FEB 19 - QUALCOMM STADIUM•+
ATLANTA, GA — FEB 26 - GEORGIA DOME•+
ST. LOUIS, MO — MAR 5 - EDWARD JONES DOME•+
DAYTONA BEACH, FL — MAR 12 - DAYTONA INT'L SPEEDWAY•+°
ORLANDO, FL — MAR 19 - CITRUS BOWL•+
IRVING, TX — APR 2 - TEXAS STADIUM•+
PONTIAC, MI — APR 9 - SILVERDOME•+
SEATTLE, WA — APR 16 - QWEST FIELD•+
HOUSTON, TX — APR 30 - RELIANT STADIUM•+
LAS VEGAS, NV
SERIES FINALS — MAY 7 - SAM BOYD STADIUM•+

•THQ World Supercross GP event
+THQ AMA Supercross Series event
°not a Clear Channel Event

ARENACROSS

NATIONAL SCHEDULE

DALLAS, TX — JANUARY 7-9
BALTIMORE, MD — JANUARY 14-16
GUTHRIE, OK — JANUARY 21-23
DENVER, CO — JANUARY 28-30
COLUMBUS, OH — FEBRUARY 11-13

REGIONAL SCHEDULE

CHARLOTTE, NC — JANUARY 7-9
GRAND RAPIDS, MI — JANUARY 7-9
ALBUQUERQUE, NM — JANUARY 7-9
TOLEDO, OH — JANUARY 14-16
BRIDGEPORT, CT — JANUARY 14-16
DAYTON, OH — JANUARY 21-23
LOUISVILLE, KY — JANUARY 28-30
SPRINGFIELD, IL — FEBRUARY 4-6
NASHVILLE, TN — FEBRUARY 18-20
GREENSBORO, NC — FEBRUARY 25-26
WILKES BARRE, PA — FEBRUARY 25-27
SALT LAKE CITY, UT — MARCH 4-6
GREEN BAY, WI — MARCH 4-6
OAKLAND, CA — MARCH 4-6

Dates subject to change. Some events may not be on sale at this time.

FMX

SALT LAKE CITY, UT — JAN 7-8 - DELTA CENTER
PHILADELPHIA, PA — JAN 14-15 - WACHOVIA SPECTRUM
WORCESTER, MA — JAN 14-15 - DCU CENTER
HOUSTON, TX — JAN 22 - RELIANT STADIUM
NASHVILLE, TN — JAN 21-22 - GAYLORD ENT. CENTER
PITTSBURGH, PA — JAN 28-29 - MELLON ARENA
SACRAMENTO, CA — JAN 28-29 - ARCO ARENA
MEMPHIS, TN — FEB 4-5 - FEDEXFORUM
CINCINNATI, OH — FEB 11-12 - US BANK ARENA
TACOMA, WA — FEB 11-12 - TACOMA DOME
ROSEMONT, IL — FEB 18-19 - ALLSTATE ARENA
DALLAS, TX — FEB 18-19 - AMERICAN AIRLINES CENTER
DENVER, CO — FEB 25-26 - PEPSI CENTER
PORTLAND, OR — FEB 25-26 - MEMORIAL COLISEUM
OMAHA, NE — MAR 18-19 - QWEST CENTER OMAHA
RALEIGH, NC — MAR 18-19 - RBC CENTER

March 20, 2004

The monster truck parade after the Monster Jam World Finals pit party gave the fans one last chance to wish Tom Meents and Dennis Anderson good luck as they headed into battle.

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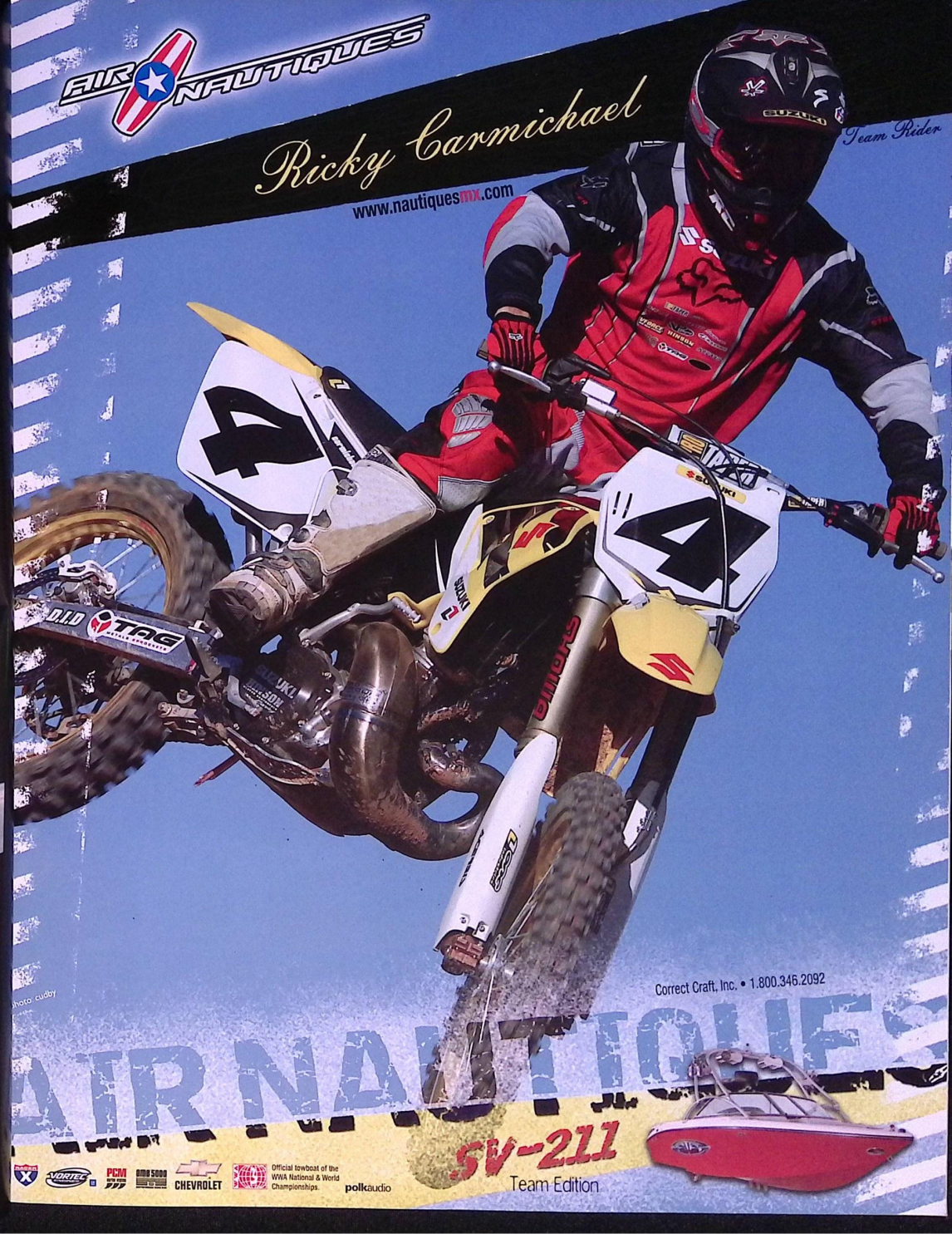
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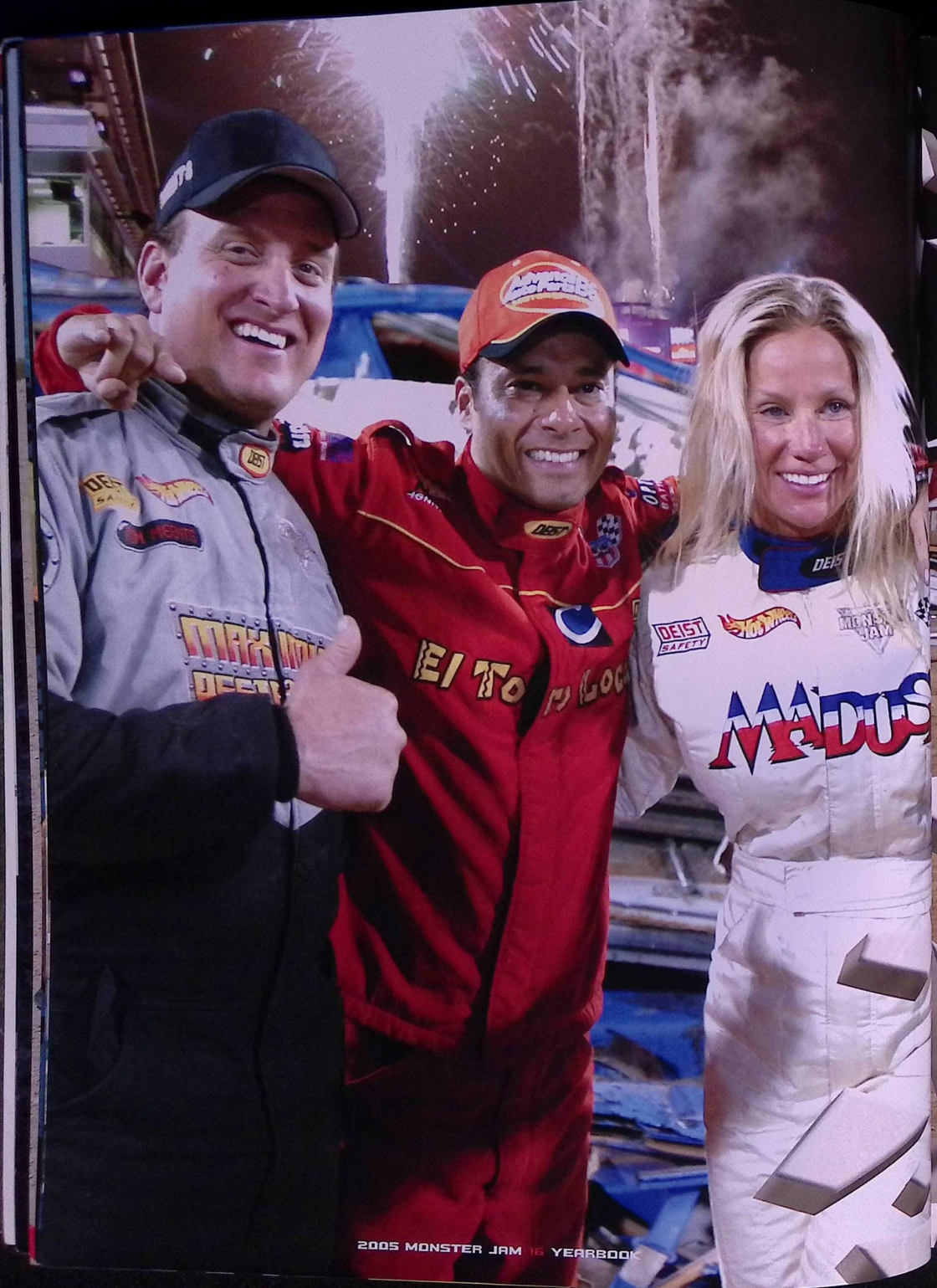
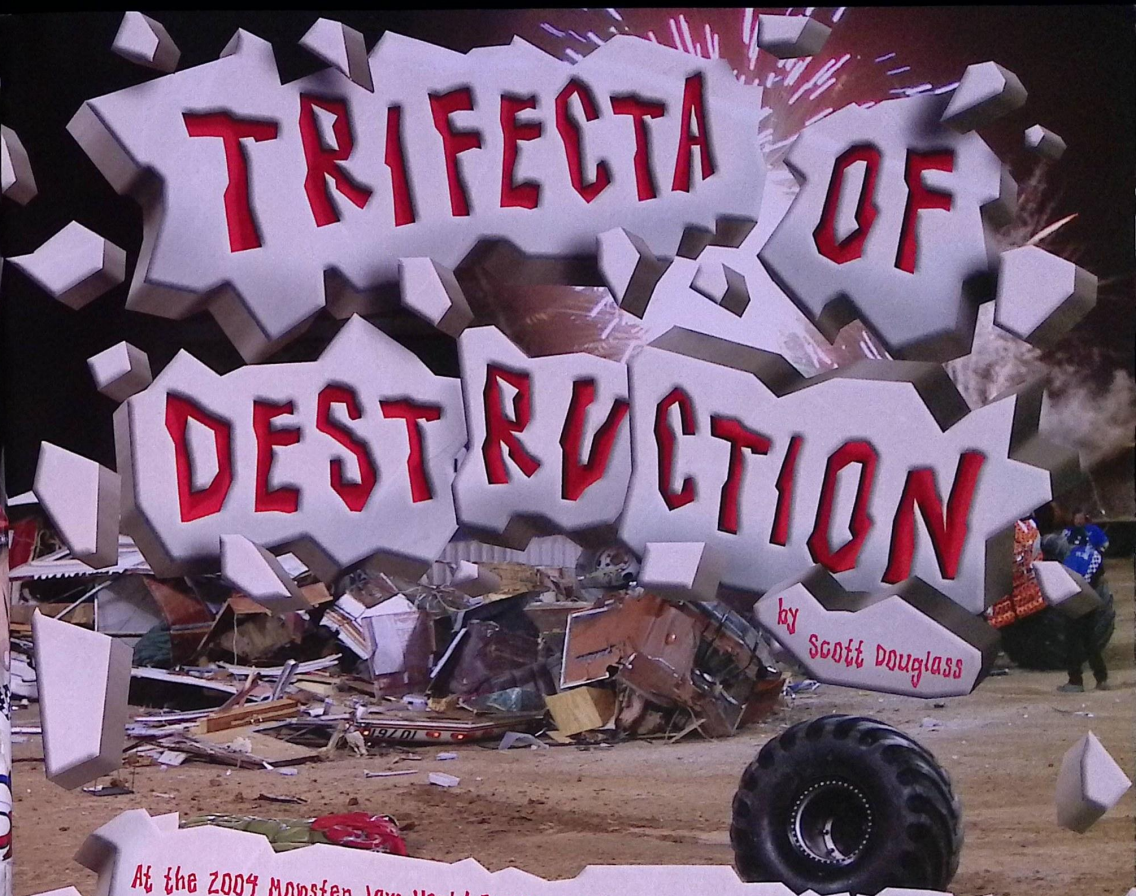


TRIFECTA OF DESTRUCTION

by Scott Douglass



At the 2004 Monster Jam World Finals in Las Vegas, suprisingly 3 Freestyle winners were crowned. Let's see what makes each one of these performers a champion.

They are three totally different people, sharing one major piece of history. Madusa driving her self-named truck; Tom Meents piloting Maximum Destruction; and Lupe Soza behind the wheel of El Toro Loco. The three reigning Monster Jam Freestyle co-World Champions have each traveled down their own unique path to reach the pinnacle of their sport on March 19, 2004 at Sam Boyd Stadium in Las Vegas.

Tom Meents, the holder of a record six Monster Jam World Championships, is no stranger to the championship stage. To put his accomplishments in perspective, since the World Finals format became a reality in 2000, there have been five freestyle championship competitions and five racing competitions, for a total of ten championships. Tom Meents has won five of them outright and shared in a sixth. Besides Meents, only Dennis Anderson in Grave Digger has won more than one title, claiming both a racing and a freestyle championship.

Meents has dominated the sport through most of his career, as evidenced by his performances at the World Finals. In 2001 and 2002, he seemed unbeatable, sweeping both the racing and freestyle competitions in each of those seasons. Only Jimmy Creten in Bounty Hunter and Meents have made it into the championship race at the World Finals more than once. And in individual races at the World Finals, Meents has the best record in history, with fifteen wins and only two defeats.

The 2004 freestyle championship was not his most spectacular freestyle

ever, but it may have been his gutsiest. Breaking a wheel early on, his Maximum Destruction truck was unable to get his signature huge air. Meents refused to quit though, smashing and crashing over, and into, everything possible. "I've had it happen before (the wheel breaking off) and then when I knew that it came off, I told myself before I wasn't gonna stop until the truck quit moving," Meents remembered. "I was disappointed because I knew that I could have and would have done better. When it broke, I didn't consider stopping for a second." Which is exactly what the fans have come to expect from him. Tom calls his 2004 World Finals freestyle performance "a run of determination."

"My game plan was to go out there and for one minute (of the scheduled two) do some good stuff on the track. Then the motor home was gonna be my turning point and from there I was gonna go ballistic," Meents said. "Obviously that didn't happen the way I had planned. I wasn't able to do my ballistic part of the run right after that, so I did what I was able to do and kept going until I couldn't go anymore."

For Tom Meents, now a six-time World Champion, the desire still burns to do better, go higher, farther, and win even more gold. He plans on making 2005 another huge season. "We got a few things up our sleeves that we're gonna do," Meents confides.

It's an interesting time in the career of Tom Meents. No longer the brash newcomer shaking up the sport, he now is one of the most respected top superstars in the game. His relationship with Dennis Anderson has moved from the bitterness of Tom's days driving Goldberg to a still heated, but now mutually respectful, battle between the two greatest stars in the sport, with both of them realizing that the competition between them makes both teams better. As a team owner, Meents has clearly taken pride in developing some of the brightest new stars in monster truck racing. Neil Elliott, Phil Foster, and Rob Knell are considered some of the top-level talent in the sport, and they're all products of the Team Meents operation. But what seems to be stronger than ever is Tom's adoration for the fans.

Most fans were amazed; no one could believe how much Meents could still do with a badly broken truck.

Tom has been making it a high priority lately to make sure the fans know how much they mean to him, saying that despite all of the titles and all of his victories, every run, especially in freestyle, is for the fans. He marvels at how fans attend the World Finals from all fifty states and several different foreign countries. "I thought it was awesome that all the fans came out there. It was a great crowd. So many of the people that come out to the Vegas show have already come out to another show earlier in the year. They go to a show and want to come out to a bigger event. That's the cool part about it. A lot of times I remember them, they bring pictures and it's really cool to be able to interact with them year after year."

For Tom Meents and Maximum Destruction the goals are already set, the determination is already there to attempt to do again what only he has ever done before, sweep both World Championships in 2005. With the field likely to expand from 16 to 20 trucks for the next finals, it will be tougher than ever to do. As you would expect, Meents says to "just bring it, boys and girls

While Meents came to the 2004 finals looking to get back on the stage he had occupied so often before, El Toro Loco driver Lupe Soza returned to Vegas determined to find a way to outdo his breakthrough performance of 2003. Lupe has been a rising star since the start of the millennium, but his freestyle in the 2003 World Finals made every fan and competitor take notice—he barely missed winning the title then. "I knew what I wanted to do," Soza said. "I knew I had to raise the bar from last year. I told many fans at the pit party and all year long that the truck wasn't gonna go out the same way that it came in." Soza was proud of his run the previous year, and enjoyed hearing from several fans and observers that they thought he had won then. Those accolades also etched in Soza an even greater determination to find a way to take the next step and leave Las Vegas a champion, and he did just that.

Now at the championship level in freestyle, Soza says he's got a lot more that he wants to accomplish: to win more freestyle titles and to become a force in racing. Soza says that the fans "can always expect my best when I come out on that floor. I'm not gonna bite off more than I can chew, but I think I'd like to get closer to the finals in racing. I will always aim to do something spectacular. I'm always looking to take these trucks to the next level."

Soza is already working on that next level, but he's not ready to divulge exactly what he has in store for fans yet. We'll all just have to keep watching. "I'm not gonna mention what it is, but there is a move (he plans on introducing). I did it on my four-wheeler one day; it threw me off and I thought if I could do it on a truck then it would be awesome. Maybe one day." He planned

on trying it at the 2004 World Finals, but the truck was not 100%. "If I could have pulled it off right, I don't think anyone could've stopped me, not Dennis, not Tom, not Dennis and Tom together. Not to sound arrogant or anything, it's just that great." Something for all El Toro Loco fans to look for in the future.

> "...if I could have pulled it off right, I don't think anyone could've stopped me, not Dennis, not Tom, not Dennis and Tom together." - Lupe Soza

Of all the World Champions this sport has seen, Madusa, on the surface, seems to be the most unlikely. However, it doesn't take a very long look at Madusa, to see that this driven superstar is someone who sets her goals at the highest level, focuses on attaining them, and is not afraid to shake up the status quo along the way. To modify the Sinatra standard, Madusa does things "Her Way."

Madusa will tell you timing is everything. In her case that is truer than for most. She has maximized being in the right place at the right time on her ascent to the top of the monster truck world.

First, at a time when the sports entertainment world was looking for something new, Madusa capitalized on that industry's desire to find an attractive woman with the athletic ability to perform as a wrestler. Then, as her trailblazing career in professional wrestling was winding down, she called Monster Jam headquarters expressing interest in creating her own monster truck racing team. "Like anything in life I try, I know I'm gonna be good at it when I get that certain feeling." Like the one she got the first time she hopped into a truck and auditioned in front of the icon of the sport, Grave Digger's Dennis Anderson. "I really felt that I could do it. I had a great background in athletics and in entertainment, and I had survived (in the male dominated world of pro wrestling). I'm a survivor."

Madusa knew she could succeed if she worked hard enough. While some may have thought bringing her into the sport would simply be a cool public relations move, she had other ideas. She would take the ride and drive the truck to win. To her, the most important thing when she began in the business (in late 1999) was training. She would not have agreed to get in a truck as just a publicity stunt. She would only do it with as much training time as possible before her debut. So it was off to the famous Digger Dungeon in Kill Devil Hills, North Carolina.

"I knew being a woman, athletic, and somewhat attractive, that would help when I got out of the truck," Madusa recalled. "Inside that truck, though, with the helmet and firesuit on I knew that stuff wouldn't matter. Then you add in how much I shoot my mouth off in interviews and I knew that I had better be able to back it up. And you know, from that first time training with Dennis, I knew all I needed was seat time. And it's still that way. I still need more seat time."

After she finished training with Anderson, long time superstar Lyle Hancock, former driver of the Built Ford Tough Blue Thunder truck, picked up serving as her mentor and her first few years in competition were spent as Hancock's teammate.

United States Hot Rod Association
MONSTER JAM
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Las Vegas
Ameriquest Mortgage Company
Hot Wheels
Speed Channel

"If I die tomorrow I know this: I've made a lot of people happy, and I've made myself happy. And happiness counts for a lot." – Madusa

BEFORE THE MAIN EVENT BY JEN NEELY

There is one night, when the star power in Sam Boyd Stadium outshines even the lights of the Las Vegas strip. One night, when the U.S. Hot Rod Association challenges its champions, and crowns its royalty. One night, when the sweat from a hundred brows and the dedication of thousands of fans is rewarded with glory during the greatest motor sports event on the planet.

The event is the Monster Jam World Finals, a sell-out fan favorite for five years running, and it's the culmination of a year's worth of hard work from drivers, crews, technicians and others who work behind-the-scenes to pull it off.

From its inception, the World Finals has taken place every spring in the home of the UNLV Runnin' Rebels, Sam Boyd Stadium in Las Vegas. The USHRA's best trucks are invited there to compete for two distinct titles, the World Racing Championship and the World Freestyle Championship. The week of the Finals, a transformation begins. Sam Boyd Stadium is filled with over 4,000 yards of dirt. It takes over 2,000 man-hours of work to fully construct the course for the World Finals event. And while the track is being formed, the trucks start to arrive. Dozens of semi-haulers roll in throughout the week carrying drivers, trucks, fuel, crews, family, and, of course, parts. You need to come with everything in your arsenal to the World Finals. "It's like loading your war chest," said Tom Meents, driver of Maximum Destruction.

Friday night, the drivers meet to go over the rules with the event director and pull their number for the qualifying round. These drivers have, in many cases, been on the circuit together for years, so jokes are made, trash is talked, but no one underestimates the importance of a higher number in qualifying. The higher numbers get to see exactly what times they need to beat and how hard they need to run to place. Running hard during qualifying is just the begin-ning. As soon as it's over, it's back to work, making repairs and adjustments and ensuring that the truck can do what the driver needs it to, that it is the fastest, strongest, and most agile it's ever been. After all, it's less than twenty-four hours now to the World Finals.

Saturday Afternoon: The Built Ford Tough Party in the Pits at the World Finals is the biggest party anywhere. With bands, food vendors, merchandise for sale, on-stage interviews, and, of course, the opportunity to see the trucks up close, meet the drivers, and get autographs, the crowd is treated to an entire afternoon of fun, and an awesome lead-in to the main event:

World Finals Racing and Freestyle. As the crowd files into the stands, the trucks get ready in the staging area. The drivers and their crews have done all they can; the technicians and operations employees have prepared the best they can. Over the radio comes the call: "Fire the trucks," and suddenly, the monsters roar to life. The one night everyone's been working towards is finally here.

Want more behind the scenes action? Check out the brand new DVD from Clear Channel Entertainment—Motor Sports, All Access: Behind the Scenes of World Finals. Look for this and other exciting Monster Jam videos on page 43.

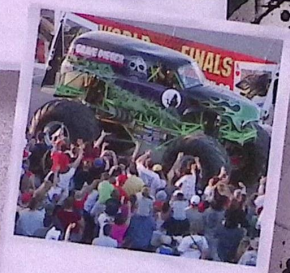
It didn't take long to see that Madusa was not just some PR gimmick. Right from the start it was clear she had natural talent and virtually no fear. She felt like she had the talent, but finally she had the proof that she could compete at the top level when she beat Hancock during the racing portion of the 2003 World Finals. "I knew when I beat Lyle that I was there, and it was all paying off with what, at that time, was the best day of my life." And after that win over Hancock, she showed nothing but class and humility, saying "I wouldn't even be here if it wasn't for Lyle."

From there Madusa has continued to rack up the wins. She captured several freestyle titles in major venues over the best in the sport, including what may be her greatest run to date: in Jacksonville two weeks before the 2004 World Finals. She wowed the crowd with a dominating performance that clearly bested a World Finals caliber field. And that wasn't the first time she had beaten Anderson, Meents, and some of the other top names in the sport. But win, lose, or draw, Madusa pays tribute to Anderson, Meents, and others who have made the sport so exciting and popular "I love all of them for what they've done and for paving the way for the rest of us." Then, showing she knows her Monster Jam history, Madusa pays special tribute to Pam Vaters, the former Boogey Van driver. "She is the one who really paved the way and opened the door for all of us, all the other women who are in the sport today."

Yes, it's been quite a career change for Madusa. Once the most recognized female pro wrestler in the world, now, arguably, the best-known and most accomplished woman in monster truck racing. "If I die tomorrow I know this: I've made a lot of people happy, and I've made myself happy. And happiness counts for a lot." Don't think that sense of satisfaction means that Madusa is anywhere near being done in the monster world. "I always have a plan. Do I plan on retiring soon from monster trucks? Hell no! I'm just getting started. I'm fit physically and mentally and I can keep on running for a long time."

For all three of World Freestyle Champions, priority one in 2005 is to walk back on the stage in Las Vegas, to again be crowned the World Champion. The trio is each well aware that it will be tougher than ever to defend the crown. One factor certainly will be the expansion of the field to 20 trucks, the largest line-up in the history of the Monster Jam World Finals. But the more difficult aspect is not the number of trucks, but the quality of the 17 others who will join those three in Sam Boyd Stadium in pursuit of the gold. The USHRA Monster Jam World Finals has become the pinnacle of monster achievement. Every single driver who straps into one of these 10,000 pound, 1,500 + horsepower machines dreams of standing on that stage in Las Vegas, accepting the cheers from the sold-out crowd, with the sport's most rabid fans saluting them as the 2005 World Champion. The racing course is the fastest and the freestyle course is the most challenging that these competitors ever battle on. El Toro, Madusa, and Maximum Destruction. They were all World Champions in 2004. Las Vegas is the place where they've already had dreams come true, and they'll each do everything that they can to have that thrill of winning a world title again this season.

Three diverse athletes. Three unique personalities. Three goal setters and high-end achievers. Three true fan favorites. Three fitting and deserving Monster Jam Freestyle World Champions.



Down in the Dirt

with Digger and Dennis

In the world of monster trucks, two names are synonymous: Dennis Anderson and Grave Digger. People rarely mention one without the other, thanks to a 23-year partnership that has seen Dennis pilot "Digger" longer than most drivers' entire careers.

Using spare parts, Anderson put together the very first Grave Digger in 1982. He quickly developed his trademark "anything goes" style of driving that would eventually make him famous. But his driving skills weren't just confined to racing. On most nights, he would follow up his racing performance with "something for the fans." Dennis and Digger would return to the track and go for broke, crushing and destroying everything in sight. Thanks to the overwhelming fan response, this performance began to involve other trucks, and eventually evolved into the crowd-pleasing Freestyle Competition we enjoy today.

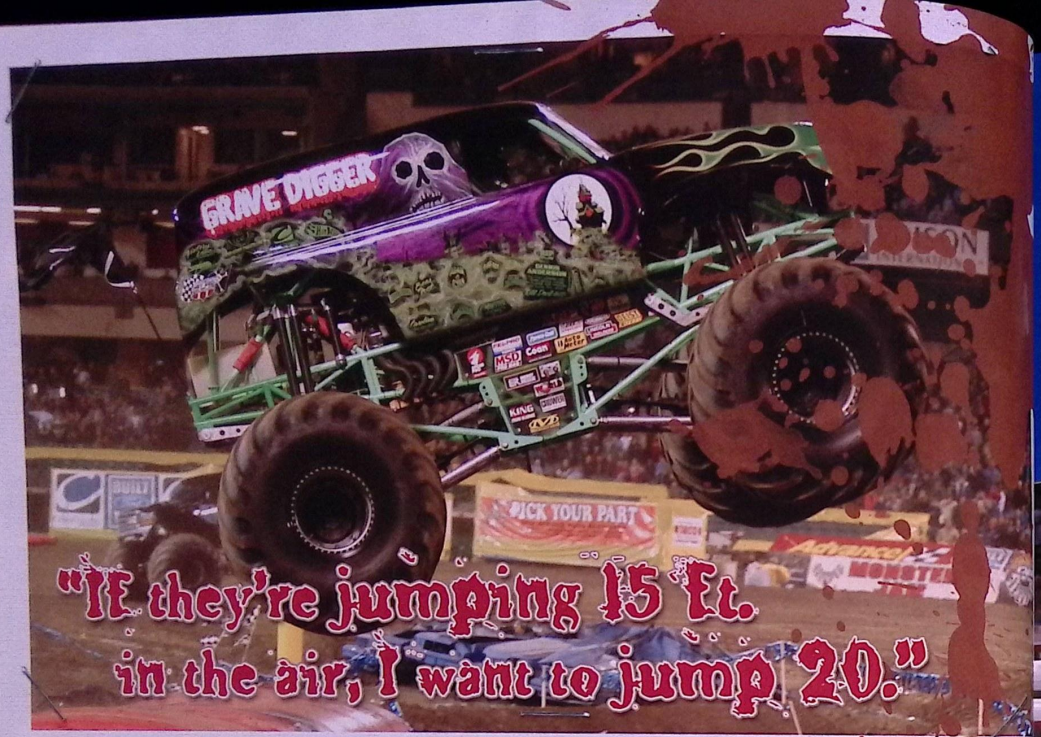
Story by Nicole Mancuso

Not only did freestyle grow over the years into a full-blown competitive event, but the talents of the participants improved by leaps and bounds as well. Dennis was constantly being pushed to do more to earn his victories. Always wanting to top the last act, Anderson has often said, "If they're jumping fifteen feet in the air, I want to jump twenty." This was just the attitude he needed entering the Monster Jam World Finals in 2000. When the smoke cleared, the "Father of Freestyle" had defeated a star-studded field to win the first-ever Monster Jam World Freestyle Championship.

In contrast to his famous freestyles, racing titles always seemed to elude Anderson. His first racing victory came in the late 80's against the renowned Bigfoot, and although there have been many since, he's had trouble carrying his momentum all the way to the end of a season. For the last few years, Dennis had a healthy points lead down the stretch, only to see it vanish the closer he got to the Las Vegas Finals. After sitting out the first part of 2003 with an injury, Anderson was determined to come back in the fall and dominate the upcoming 2004 season. It turned out that time off was just what he needed.

Dennis and Grave Digger began the new season with a bang, taking the racing victory in West Lebanon, NY. From there, the legendary duo were off and running, winning nearly every race they entered. But fitting back into his all-too-familiar pattern, Dennis hit some bad luck, losing the last three events leading up to World Finals 5, once again halting his momentum. After not gaining a victory in Orlando, FL; Jacksonville, FL; or Pontiac, MI, Anderson's hope to capture his first World Finals Racing Championship seemed in jeopardy. But he had no time to dwell on what was going wrong; the World Finals were just around the corner.

At World Finals 5, a sold-out Sam Boyd Stadium in Las Vegas saw Grave Digger defeat Team Suzuki in the first round of racing. Sensing his momentum



"If they're jumping 15 ft. in the air, I want to jump 20."

returning, Dennis lined up against King Krunch in the next round and took the win. But his domination didn't stop there, as round three saw Bounty Hunter fall to the charging Digger. This was the moment Dennis had been waiting for: to line up against Blacksmith for the title.

Dennis was determined from the green light to the finish line, edging out Blacksmith for his first-ever World Racing Championship. He had finally captured the one accolade that was missing from his trophy case, and in the process he had put the futility of the past couple of seasons to rest. After his victory, Anderson said, "I was more focused this year than ever before. And the whole team worked together."

Indeed, it was a collective effort that made it possible for Dennis to secure his first racing title. Team Grave Digger is much more than one man. There are countless mechanics and crew members that work behind the scenes, as well as six other drivers that pilot the world's most famous monster truck. Rod Schmidt, Gary Porter, Jason Childress, Charlie Pauken, Pablo Huffaker, and Randy Brown all sat behind Digger's wheel in 2004, and each contributed to the team's success.

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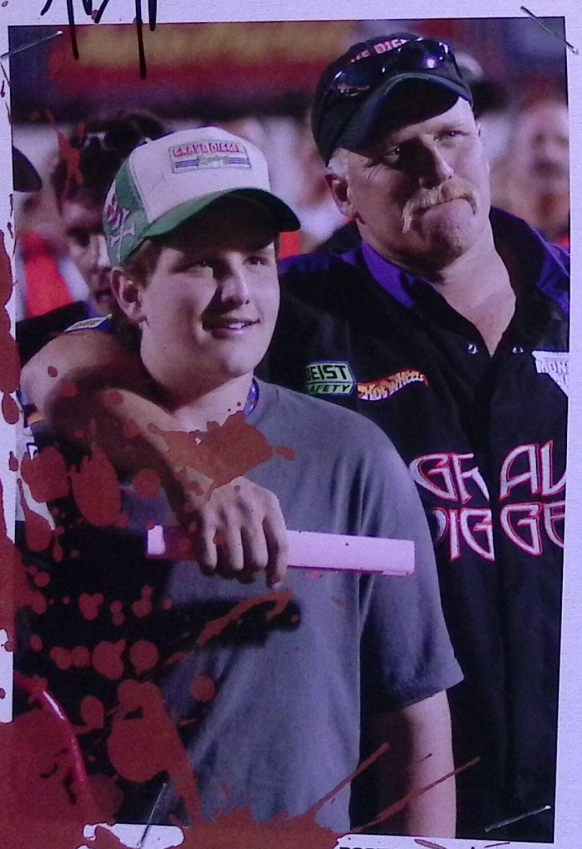

How long can Grave Digger's dominance last? For a long time to come, claims Anderson. "I would love for a second generation of Grave Digger drivers to keep it in the family." Dennis has two sons who have taken a great interest in what their father does. They're already an important part of the team, and have also spent some time behind the wheel. "In the future, I would like to act as a track-side coach or team manager," he says. Education is a priority to the Andersons, and

"I would love for a 2nd generation of Grave Digger drivers to keep it in the family."

Dennis would like to see his sons complete college before fully committing to the Digger team.

Does this mean that Dennis is packing it in, that his days as driver of the most famous monster truck on the planet are numbered? Not yet, he says. "I've got a few more years left in me. I'm gonna keep driving to the top!" Although Dennis Anderson and Team Grave Digger have won countless awards and honors, their first-ever World Finals Racing trophy is what will keep them driving to be the best.

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"The maintenance is important. There's a lot of stuff in the marina that you have to fix. All the mechanical things at the marina are things that I do to my moster truck as well."
– Jim Koehler

DOUBLE DUTY

By Linda Ardehali
illustrations by Neil Vandenberg

USHRA Monster Truck drivers have a lot of responsibility, and putting on a great show for you is always their number one priority. But for several of the drivers, they've taken on "double duty," by either maintaining their previous professions or starting something new alongside crushing cars and popping wheelies. Here are some of our favorites:

Jim Koehler

Becoming the 2003 Monster Jam World Finals Champion didn't stop Avenger driver, Jim Koehler, from continuing with his family business. Captain's Cove in Chesterfield, MI is the family-run marina where you can find him during time off from monster trucks.

"The marina has been a family business since 1976. Basically, in 1982 I was doing some 4-wheeling and mud racing. Then we went to some shows where they had monster trucks and thought it was cool. We decided we could build one, and in 1997 we finished it."

Why hasn't he walked away from the water? "It's been in the family and it pays the bills. I'm too hard on all my stuff, so it costs me a lot. Sure, that's all part of having fun, but this helps make sure all the bills are paid."

Owning and maintaining the marina has helped his monster truck career immensely. "The maintenance is important. There's a lot of stuff in the marina that you have to fix. All the mechanical things at the marina are things that I do to my monster truck as well. You need to be able to do those things fluently to the point that you don't even realize that you're doing it."

Diehl Wilson

If you are ever in the Winchester, VA area you may want to visit JR's Auto Body. Owned and run by 3-time Thunder Nationals Champion Diehl Wilson, you bet he knows a thing or two about fixing an auto body. Wilson opened the shop in 1976, but didn't start racing monster trucks until June of 1985.

Wilson says he's applied several skills he learned from the auto body shop to racing monster trucks. "The main thing I've brought with me is the safety issues." Also, he says he is very big on appearance. "Everything has to be perfect as far as paint jobs and so on. I'm just picky about it; that's how I make my living."

The Virginia Giant driver has been recognized both as the auto body shop owner and the monster truck driver. "It's gone both ways. In fact, my wife's grandfather thought that I only did monster trucks. He didn't even know about the shop until a couple years later! Anytime we do events close to home, we run into people (who recognize him) and it's always good for our business."

Jim Leahy

Professional Benefit Services Inc. provides insurance brokerage, health benefits, and employee benefits like health, disability, pensions, and dental insurance. The owner, Jim Leahy, is known to Monster Jam fans as the driver of "The Broker."

Leahy started his insurance career in 1982 selling life insurance, but decided to go solo and start his own company in 1990. Today his two daughters help with the family business while he's out on the circuit. "Five years ago, I didn't know monster trucks existed. I'd had never raced a thing in my life! My wife and son wanted one and so we got one. Now, it seems like monster trucks has become more of a full-time job."

Fairly new on the circuit, 2004 was Leahy's first real season. "Insurance is still how I make my living. It pays for the monster truck and is still my one and only sponsor."

The years of working with people are probably the most important thing he brought with him to the driver's seat. "It's not just about getting into a truck. You have to be accepted by the fans."

Mike Vaters

Mike Vaters may just be the USHRA's "jack-of-all-trades." Vater's parents built Clearview Nursing Home in Hagerstown, MD over 40 years ago. "When I was a teenager, I would mow the lawn and make any repairs that needed to be done. These days I don't have as much

involvement in it, but I pretty much handle any major crisis that might need to be taken care of."

Now add farming to the mix. "I've been involved with monster trucks since 1981, and have been going back and forth from farming to monster truck racing. I farm about 50 acres, generally only enough to feed the cattle through the winter."

Most recently, Vaters has also begun to dabble in real estate. With his wife Denise, they've started purchasing property and repairing it, then reselling it again. "I will be forty years old this year – and not that I'm gonna quit (racing) or anything anytime soon, but I can't do it forever."

Kathy Winston

Many of you know Kathy Winston as one of the USHRA's star female monster truck drivers tearing up the tracks in the Suzuki truck. You may also even know her as mother of four. Now she has another achievement to add to her list; this year, Kathy became a paralegal.

"It took me twice as long because I went part-time. First quarter, I didn't take any classes so it took about four years." While she is not licensed to give legal advice or practice law, she learned a lot of new things that can be applied to the business of monster trucks as a whole like understanding contracts, accounting, and more. "There are definitely things that people don't normally think about. You have to be able to understand the business side of it to be successful."

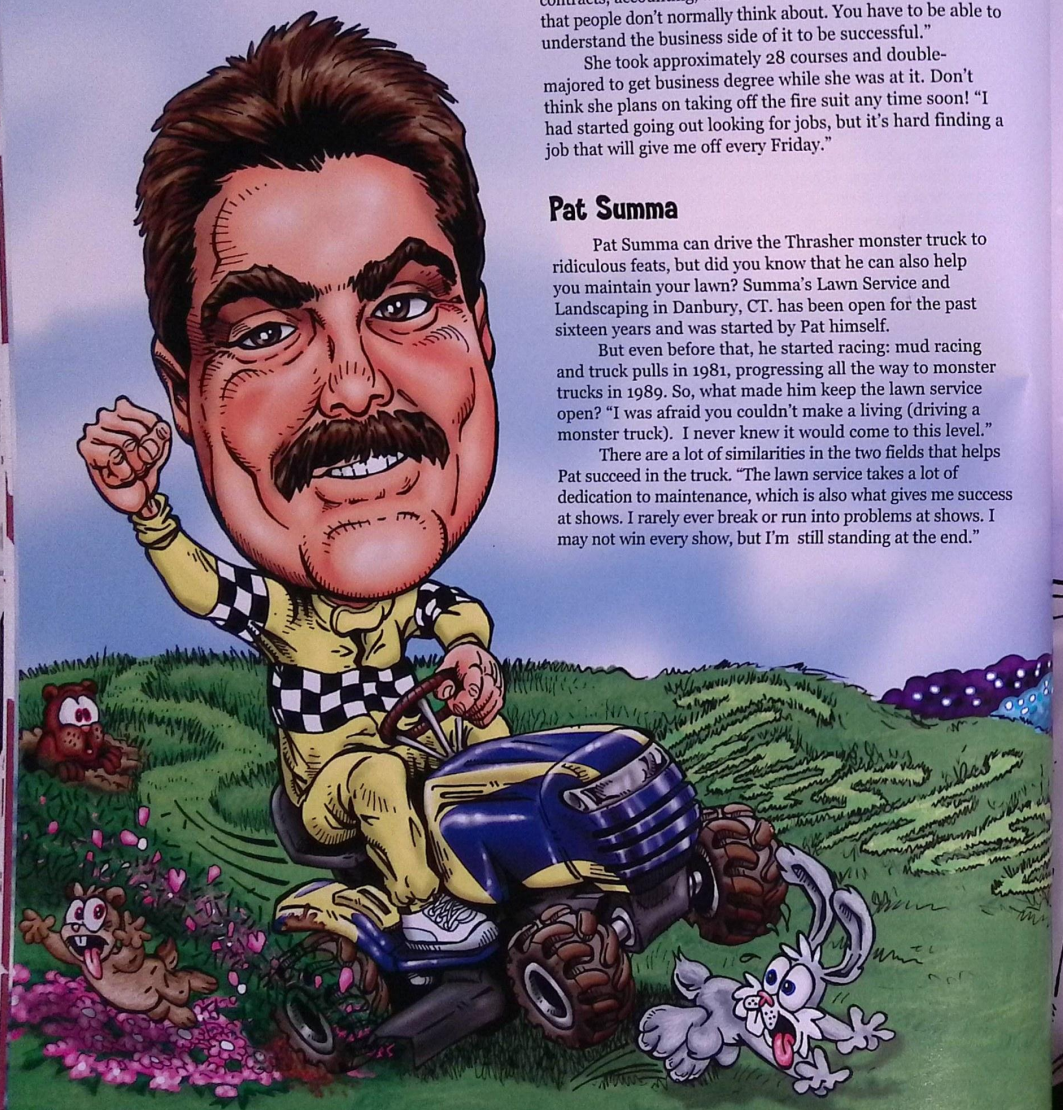
She took approximately 28 courses and double-majored to get business degree while she was at it. Don't think she plans on taking off the fire suit any time soon! "I had started going out looking for jobs, but it's hard finding a job that will give me off every Friday."

Pat Summa

Pat Summa can drive the Thrasher monster truck to ridiculous feats, but did you know that he can also help you maintain your lawn? Summa's Lawn Service and Landscaping in Danbury, CT. has been open for the past sixteen years and was started by Pat himself.

But even before that, he started racing: mud racing and truck pulls in 1981, progressing all the way to monster trucks in 1989. So, what made him keep the lawn service open? "I was afraid you couldn't make a living (driving a monster truck). I never knew it would come to this level."

There are a lot of similarities in the two fields that helps Pat succeed in the truck. "The lawn service takes a lot of dedication to maintenance, which is also what gives me success at shows. I rarely ever break or run into problems at shows. I may not win every show, but I'm still standing at the end."



Randy Moore

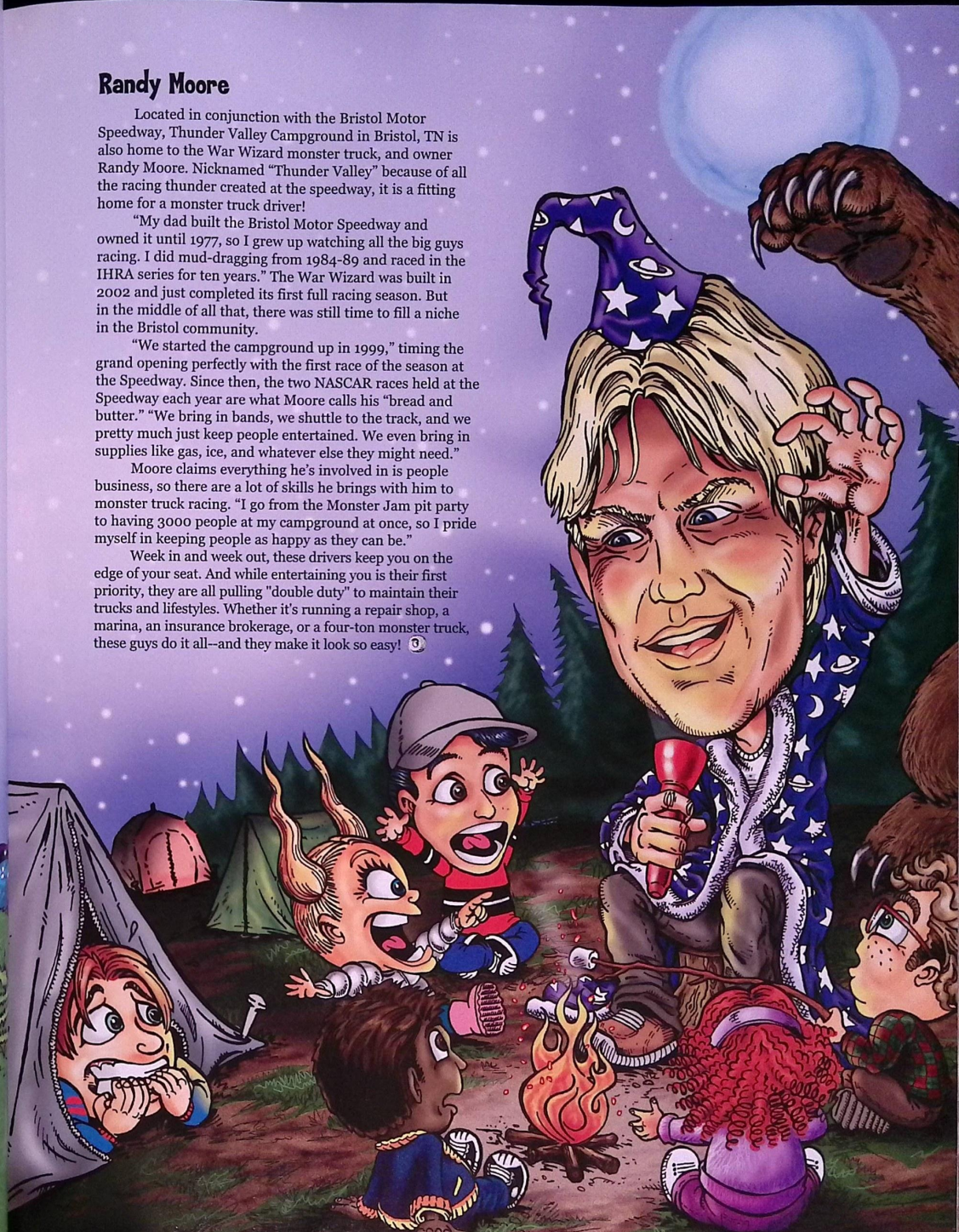
Located in conjunction with the Bristol Motor Speedway, Thunder Valley Campground in Bristol, TN is also home to the War Wizard monster truck, and owner Randy Moore. Nicknamed "Thunder Valley" because of all the racing thunder created at the speedway, it is a fitting home for a monster truck driver!

"My dad built the Bristol Motor Speedway and owned it until 1977, so I grew up watching all the big guys racing. I did mud-dragging from 1984-89 and raced in the IHRA series for ten years." The War Wizard was built in 2002 and just completed its first full racing season. But in the middle of all that, there was still time to fill a niche in the Bristol community.

"We started the campground up in 1999," timing the grand opening perfectly with the first race of the season at the Speedway. Since then, the two NASCAR races held at the Speedway each year are what Moore calls his "bread and butter." "We bring in bands, we shuttle to the track, and we pretty much just keep people entertained. We even bring in supplies like gas, ice, and whatever else they might need."

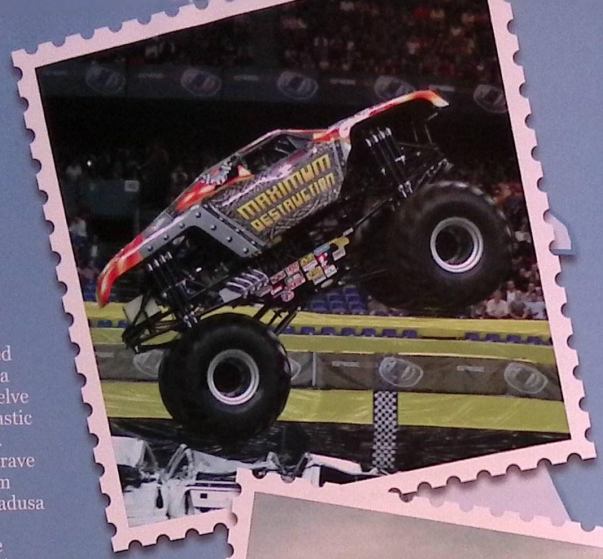
Moore claims everything he's involved in is people business, so there are a lot of skills he brings with him to monster truck racing. "I go from the Monster Jam pit party to having 3000 people at my campground at once, so I pride myself in keeping people as happy as they can be."

Week in and week out, these drivers keep you on the edge of your seat. And while entertaining you is their first priority, they are all pulling "double duty" to maintain their trucks and lifestyles. Whether it's running a repair shop, a marina, an insurance brokerage, or a four-ton monster truck, these guys do it all--and they make it look so easy!



MONSTER JAM EUROPEAN TOUR ★ 2004

by SUE ANTIC



This past fall, the inaugural three-city European Monster Jam Tour that took the world's top monster trucks to Antwerp, Belgium; Stockholm, Sweden; and Helsinki, Finland, produced impressive results. In the first ever arena tour of Europe, Monster Jam put on twelve shows in front of over 100,000 enthusiastic fans, with seven sold-out performances.

World Champion Monster trucks Grave Digger (piloted by Charlie Pauken), Tom Meent's Maximum Destruction, and Madusa headlined another star-studded cast. Accompanying the champions were the Teenage Mutant Ninja Turtle Truck (driven by Bryan Winston), Monster Mutt (Bobby Z), and Hot Wheels (Chad Fortune).

1 ANTWERP, BELGIUM

ANTWERP, BELGIUM

Six trucks, the Jet Jeep, spare engines, tires, and event supplies that the U.S. Hot Rod crew needed to design the perfect racetrack, were neatly packed into containers and shipped overseas. After three weeks on the trans-Atlantic voyage, the containers arrived in Antwerp, Belgium. In a matter of days, the crew transformed the Sportpaleis from a venue that typically holds Belgium's hottest concert acts to a full-scale, non-dirt race surface capable of challenging the top drivers on the circuit.

It was no surprise to anyone that Grave Digger, the fan favorite in the United States, was also favored in Europe. Fans gawked at the black and green racing machine as it gracefully crushed Volvos, Saabs and Mercedes. During Friday's event, just when he thought he had the show in the bag, Charlie Pauken blew a motor, putting Grave Digger in the garage for the rest of

Photos (top to bottom):
Tom Meents and Maximum Destruction dominated in Belgium; Belgium's Sportpaleis was the first stop as Monster Jam went overseas; The N•GAGE truck made it's debut in place of Hot Wheels in Belgium.

the weekend. From that point on, Tom Meent's Maximum Destruction won every round of racing and every freestyle competition with the exception of Sunday's racing (won by Monster Mutt).

After six days in Antwerp, the crew and drivers had been transformed from foreigners to family. By then it was time to pack the containers and make their way to the next stop, Stockholm, Sweden.

STOCKHOLM, SWEDEN

It was another epic weekend of Monster Jam racing and freestyle at Stockholm's The Globe. The big winners of the weekend were none other than Grave Digger and Maximum Destruction.

Through a series of heat races, semis, and LCQs, almost every race of the weekend ended in a photo finish. Drivers put in near perfect

STOCKHOLM, SWEDEN 2

performances in each and every freestyle competition, and Digger's reconstructed racing machine proved to be running like it's old self when he closed the weekend with a stellar rollover and a perfect 30.

IFMA Freestyle Motocross star Ronnie Renner gave another "big air" performance during the freestyle motocross portion of the day. The fans loved his tricks, awarding him with wins across the board. Perhaps more so, they loved his robotic break-dancing. Renner proved to the Swedes that he is quite an entertainer, one who can back up his whips with his dance moves.

At the close of Sunday in Stockholm, drivers and crew gave a whole new meaning to the word "teamwork," as they packed up all the trucks, supplies, loose parts and equipment in a matter of hours. Everything, including drivers and crews, was then trucked downtown and brought aboard the Viking Line Ferry the following morning. After a seventeen-hour ferry tour across the choppy waters of the Baltic Sea, the crew arrived in Helsinki, Finland the next day.

HELSINKI, FINLAND

The crews had barely a week to make repairs to the trucks, much less sight-see,

Photos (top to bottom) Madusa's popularity is truly worldwide; Sweden's "The Globe" proudly announces the arrival of Monster Jam. Fans were treated to European style "speedway" motorcycle racing action.

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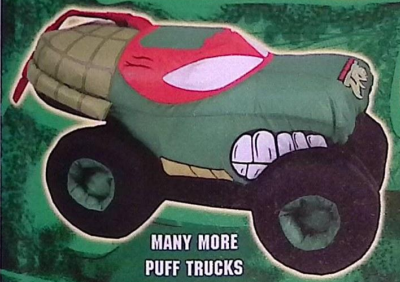

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before the drivers were back in their seats and about to entertain the fans in Finland. Excitement, enthusiasm, anticipation, and pleasure are just a few words that attempt to explain what every single person at Hartwall Areena felt at the premier Monster Jam in Helsinki, Finland.

Back to a non-dirt surface after a dirt track in Stockholm, it was Digger and Max D time. Trucks grabbed chunks of cement and stuck their rear tires to the ground to spin themselves crazy in the donut competition. The freestyle competition in Helsinki was "off the hook." Big air by Hot Wheels, the long jump by Madusa, the straight-up crazy wheelie by Monster Mutt, and the bouncing pogo by the Turtle were just some of what the fans witnessed. But these epic stunts weren't enough to claim a victory in the Freestyle

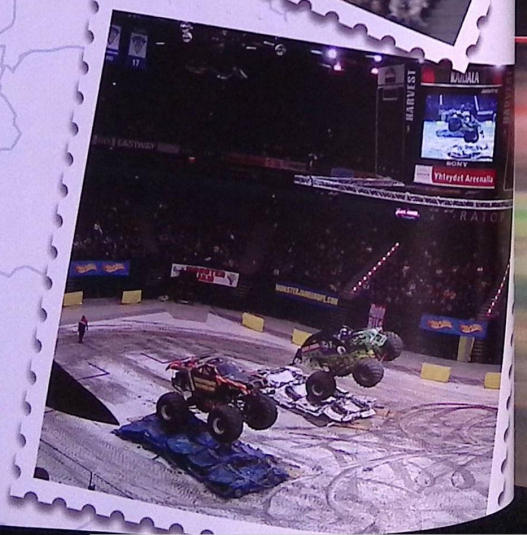
HELSINKI, FINLAND 3

Competition at Hartwall Areena. It was the beloved battle between Max D and Digger that we're all so used to. Maximum Destruction claimed two racing wins and one freestyle win for the weekend. Digger saw a win in each category and Madusa took home a freestyle win.

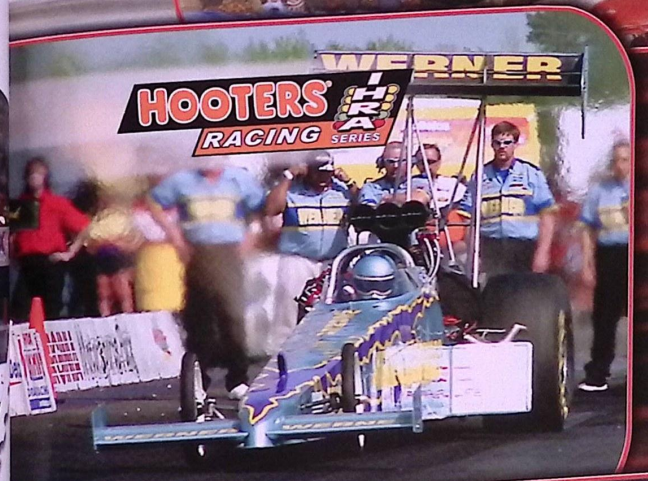
After weeks of no sleep and adjustments to culture, A/C voltage, language and so much more, drivers and crew took the floor for their final wave to their new European fans. Containers were quickly packed that evening and stored aboard ships to bring back to the US. After a more than two week journey home, the trucks arrived in Norfolk, VA, just in time to be hauled back to the Digger shop in Kill Devil Hills, NC, to be prepped for the 2005 USHRA Monster Jam season.

In Europe, everyone knew it was their job not only to entertain, but to captivate. It was their mission not only to perform, but to educate, and ultimately ask the European fans to accept them as a part of their culture and as part of their world. Certainly, as everyone's worlds became closer, "we'll be back next year" couldn't be more true.

Look for important announcements regarding the 2005 European Monster Jam Tour at ushra.com or monsterjameurope.com! 3



Photos (top to bottom):
The awesome truck lineup for the European shows gets ready to light up the Hartwall Areena; Trevor Vines shows the other side of the Atlantic Ocean another way to fly; Maximum Destruction and Grave Digger go head-to-head in Helsinki, Finland.



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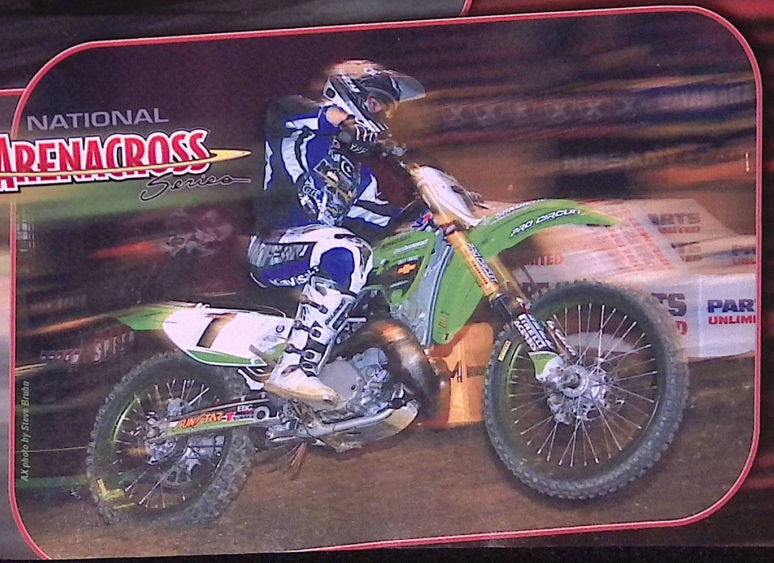

LOST PIONEERS

The evolution of monster trucks is a movement that cannot be simplified into a single sentence. From the glory days to the modern days, these larger than life machines have become authentic characters with a sole purpose, to entertain. Over the years, many people have helped revolutionize the sport. We caught up with three people, without whom the sport could not be what it is today: Seth Doulton in the area of sponsorships, Meredith May by crossing the gender line, and Mark Dye in the area of safety. They are three "lost pioneers" worth rediscovering.

SETH DOULTON

Seth Doulton is a lost pioneer who contributed many aspects to the sport, including putting together the first ever monster truck competition, Monster Truck Madness, at the 1984 California State Fair. But his greatest influence on the sport and most enduring role has been in the area of sponsorships.

When did you enter the sport of monster trucks and how long were you a part of it?
It was somewhere in the early 80's, like 81' or 82', that we decided to build our first monster truck and we were in it for about twelve years. People usually get into the sport because they're excited about it or they love racing, then they go look for sponsors. I was the opposite; I had sponsors that wanted to be connected with monster trucks.

What exactly was your job?
I owned eleven different trucks, but never actually drove a truck inside of an arena. I used to be a rodeo clown and bullfighter before that so I use to get paid to stay away from getting hurt. I didn't feel like strapping myself into a truck and punishing my body.

What were some of the trucks that you owned?
Included in our fleet was the Goodyear Flying Eagle, the Hawaiian Punch Crunch, the Skoal Bandit, and the ampm Boss. In fact, my former wife Meredith was the first professional female monster truck driver in competition.

Were you the first one to have major corporate sponsors?
Yes. All the trucks that we built, we actually built for sponsors. It was hard though. Some people in booking didn't like the idea of a sponsored monster truck. But after awhile everyone said, "That's a great idea. We want sponsors too".

Why did you leave the monster truck circuit?
The main reason is employees. It was getting so tough to find someone who can drive a truck, race a truck, take care of it, and be somewhat of a mechanic. They also have to be a good PR person because you have a corporate sponsor paying big money for their name on the side of that truck.

Do you miss monster trucks?
You miss anything that's been in your life for ten to eleven years, but I wouldn't hesitate to go back in. If I had a sponsor approach me and say, "Hey, we want you to get back, build us a truck and do it all over again, I'd be ready for it".

Today, Seth is a single man with two adult children and has a company called Horsepower Promotions on the west coast.

MEREDITH MAY

Meredith May was the first professional female driver, paving the way for Kathy Winston, Madusa, Dawn Cretin and others to compete on the same level as the men. Monster Jam is one of the few professional sports where this is allowed to happen.

You were the first lady driver?
Professional. There were other ladies that maybe did it once or twice just to impress their friends and boyfriends and all that, but I did it professionally for seven years.

How did the whole process happen?
I was a marketing director in Los Angeles and at the same time I was married to Seth, who already had the big sponsors. I happened to pitch the idea of a monster truck for ampm mini market and they ended up giving us a sponsorship for building the ampm Boss. It turns out that the man who built the trucks for us, Jim Ries, built it for me, and because we had money from the sponsorships he was able to build a superior machine.

Did you know a lot about trucks at that time?
No, I never even set foot in a pickup truck before. I'm a college graduate and was a marketing director. But when I started winning I thought, "Well this is something to tell my grandchildren".

How did the other drivers treat you?
Actually very well. Everyone was so friendly, and I liked everyone so much. The audience liked me a lot. The competitors, even when I beat them, were gentlemen. Nobody ever gave me a hard time or threatened me or said, "You're just a female, you don't know what you're doing". I

The "ampm Boss" was one of the early moster trucks with corporate sponsorship. *(Left)* Mark Dye's FLY-N-HI 1.

think there was some respect there.

What was it that attracted people to the sport?
The machines defy gravity. I think of it as the gladiators of the 1980's and 90's. It was just like a gladiator event.

When and why did you leave the sport?
When I turned 40. My body and I just didn't feel like it wanted any more aches and pains. My neck would always get a little stiff from the jolts, and I was told my back got compressed a few times. Plus, I just felt the sport died down a little bit after awhile.

weeks, then I would come in and win an event, and then they'd go home broke. It just didn't seem fair.

What years were you involved and what truck did you drive?
I think we toured 1983, 84', and 85' and the truck I drove was FLY-N-HI 1.

How was the sport back then?
It was new, so the main things I brought to the sport were helmets and fire suits. We brought the safety aspect to the event when drivers were still wearing a cowboy hat and hanging their arm out the window. We brought safety because we were

people started packing it in. The fans like destruction and that's what I think the infatuation is. People want to see a spectacular run.

Why did you leave the sport?
I chose retail sales. It wasn't that I didn't like monster trucks; I just didn't feel it was right. It wasn't my living and it took away from people whose it was.

What is your view on the sport today?
It's still up and coming. It's positive. My point of view on anything is if it keeps kids off drugs, keeps them off the streets, they have to start

(Left) Meredith May poses on the "ampm Boss." (Middle and right) These classic monster truck photos reveal serious safety concerns including an announcer standing mere feet from an airborne truck, spectators sitting on (and over) the safety wall, and a driver wearing street clothes - no fire suit, no helmet. Photos courtesy of the Mark Dye, Seth Doulton and the USHRA archive.

Meredith is currently an associate publisher and senior editor for Patterson's Beverage Journal, and has been for the past five years.

Today, the USHRA Monster Jam is a high-powered event that believes "safety" is the key to a good show. Mark Dye was one of the people who helped bring safety to a higher level.

MARK DYE

When and how did you get into the sport?
It started off as a hobby, but I really built a monster truck to show my customers what we can do. I started in 1980 and I only toured on the circuit for a few years. In the end, it just didn't seem right that drivers would be on the road for fifteen

running more horsepower. It wasn't like it is today because they're very high tech now.

Was safety an issue back then?
Not too much. Safety was big to me because I didn't want to hurt anybody. It was safe indoors but when we were running outdoors I didn't want anyone getting burned. So we came up with the helmets and fire suits.

How did the people take to the unusual new sport?
I think they took it the same way they do today. They like destruction; the difference is there weren't many people doing it back then. Once they brought television to monster trucks,

somewhere. If they like monster trucks, its something very positive. I wish I had stayed with it.

Today, Mark Dye is still involved with off-road racing and owns his own company in Phoenix, AZ, which fabricates doors for the H1 Hummers used by the military.

These three people are some of the pioneers in the first generation of monster trucks. In a sport whose technology is ever evolving, with rapid advancement every Monster Jam season, it may be easy to forget the names of those who came before. But as long as there are children being entertained by the larger than life machines, our pioneers will never completely be lost.

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- TAKE A PHOTO IN THE DIGGER DISPLAY TRUCK.

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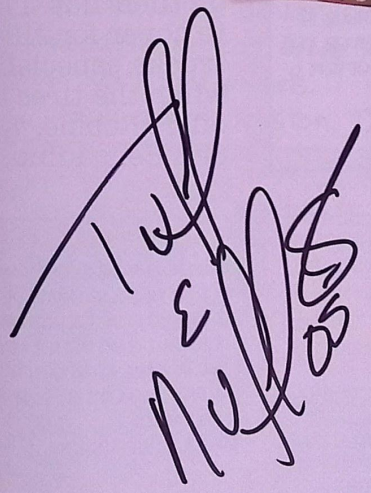

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What do you love most about Monster Jam?

"My little boy and I waited 30 minutes in line to meet Dennis Anderson. When we got up there, Dennis was the nicest, most patient guy ever! Later, he just plain tore up the place!"
- Tom, 43, Farmington, IL

"The best part of Monster Jam is the smell of the excitement in the atmosphere. You never know what can happen when you go to see it live!"
- Adam, 19, Sierra Vista, AZ

"IT'S A FAMILY EVENT FOR US AS WE INCLUDE THE SHOWS IN OUR LIFE, INCLUDING (ATTENDING THE) WORLD FINALS YEARLY. JIM KOEHLER IS MY FAVORITE DRIVER. IT'S HIS 'GIVE-IT-ALL' SPIRIT I REALLY ADMIRE."
- KELLY, 46, ROCHESTER, WA

"I love Monster Jam because of their sick air and flipping over on their lids. I love to cheer for all of the trucks especially when the tires break off." - Robbie, 7, San Bernadino, CA

"The way the drivers drive the trucks. The sound of the engines when they move...it's like riding a roller coaster. Also, (Monster Jam is) something that my grandsons like to talk about with me."
- Cindy, 53, Sacramento, CA

"PABLO HUFFAKER IS OUR FAMILIY'S FAVORITE MOSTER TRUCK DRIVER. NOT ONLY IS HE A TERRIFIC DRIVER, BUT HE HAS ALSO BEEN A KEY PART IN THE SCIENCE OF MONSTER TRUCKS. HE ALWAYS MAKES TIME FOR HIS FANS, SO GO PABLO!"
- SHEILA, 51, SPARKS, NV

"It's all about fun and friendship. The competition is very real but when something unexpected happens, the whole bunch is out there to help a fellow 'jammer' to finish the competition."
- June, 47, Eagle Mountain, UT

"Monster Jam shows are total family entertainment. My family gets dressed up in their favorite monster truck shirts, we go to the pit party, and then enjoy the show. There's no place else that you could get this much entertainment for so little money!"
- John, 50, Lake Zurich, IL

"I love the pit parties and getting autographs from all of my favorite monster truck drivers."
- Connor, 6, Tilton, NH

"I love everything about Monster Jam!"
- Johnathan, 15, Orlando, FL

"I love Monster Jam because of the thrill of not knowing what to expect. The surprise factor always makes me come back for more." - Dustin, 19, West Decatur, CA

"I vacation only once a year, and I choose to go to Las Vegas for the World Finals. The drivers do the craziest things!"
- Angi, 31, Homer, NE

"I love trucks jumping over buses, vans, trailers and destroying anything in their path. I want to go so bad that I beg my parents, or save the money myself to buy the best seats I can get." - Kevin, 14, Muncie, IN

"My favorite driver is Tom Meents because he can drive his truck without any wheels."
- Jacob, 4, Houston, TX

"When I'm watching Monster Jam, it makes me feel as though I am a kid again. I get butterflies in my stomach and my heart starts beating as the engines start to roar. It makes me forget all life's troubles."
- Jo-del, 46, Granada Hills, CA

"As a fan, I feel really welcomed and I appreciate that. What red-blooded American doesn't love monster trucks?" - Wayne, 34, Indianapolis, IN

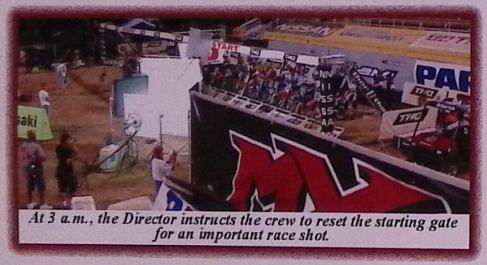
"Our son thinks he's a monster truck. His Hot Wheels shoes sometimes break a 'tire' so he'll drag his foot, and he'll pile the pillows on our bed as if they were obstacles to jump."
- Melissa, 32, Murrieta, CA

"The drivers and owners treat everyone like family. They never turn down anyone for an autograph or conversation. You don't get that kind of respect from other sport figures that make millions!"
- John, 54, New Port Richey, FL

Backstage Hollywood

An inside look into the making of the supercross movie

The Director looks at his watch and realizes that his cast and crew have been working tirelessly for the entire day under the sweltering Las Vegas sun. Drenched in sweat, he wipes his brow, leans into the monitor and carefully reviews the last sequence of shots that have been filmed. Anxious to wrap for the day, the group looks at him with bated breath only to have him utter, "Let's do one more take". The "take" that the Director is committed to have is a complicated race sequence peppered with dramatic dialogue from three of the key cast members. In a low growl, the Director bellows "Action".



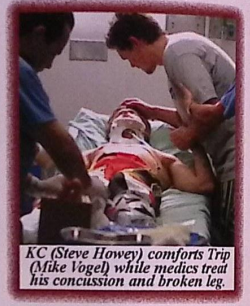
At 3 a.m., the Director instructs the crew to reset the starting gate for an important race shot.

Within seconds a sudden hush comes over the stadium audience only to amplify the sound of motorcycle engines revving. The starting gate drops and a burst of color hits the track as every rider attempts to take the lead. Entering the first turn a motorcycle is in the air spiraling dangerously out of control. Our lead is down, with the seriousness of the injury yet to be determined. Within moments medics, concerned team members and family flank him. The gravity of the situation is clearly apparent on all faces. As the rider is quickly transferred to a gurney the Director shouts emphatically "Cut. That's a wrap". And so Day 1 of filming the supercross movie ends.

The desire to make a movie set in the high-octane world of supercross competition was born nearly four years ago. TAG Entertainment's President, Steve Austin, fondly recalls his motivation to capture this subject on film, "There is nothing like watching live motorcycle racing. It wasn't until I saw first-hand the intensity of supercross competition and the passion of its riders, that I developed an appreciation and ultimate love for the sport." His commitment to great storytelling was matched only by his even deeper commitment to accurately portraying the sport.

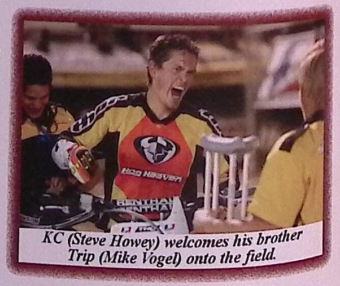
TAG's camera crew sets up to film a key scene at the NAMI factory headquarters.

The supercross movie tells the story of two brothers, KC and Trip Carlyle, who overcome emotional and physical obstacles in order to achieve success in the competitive world of supercross racing. The inherent struggle between the brothers is magnified by the different life choices that each brother decides to make. The conflict ignites once they become competitors and rivals; brother vs. brother; factory rider vs. privateer.



KC (Steve Howey) comforts Trip (Mike Vogel) while medics treat his concussion and broken leg.

Portraying these two lead characters are Hollywood newcomers Steve Howey (whose credits include series regular "Reba" – The WB Network) and Mike Vogel (whose credits include series regular on "Grounded For Life" – FOX Network). After the first day of principal photography Steve Howey (KC Carlyle) was quick to note, "I am thoroughly impressed by the magnitude of the production as well as the excitement of the sport. The stunt riders are truly the unsung heroes of the film, adding integrity and authenticity with each 'whip' and 'dirt-churning move.'" Movie bad-boy Channing Tatum (Roddy Piper) recalls how he felt when asked to join the production, "I was amped. Playing such an accomplished rider was intimidating at first, and I knew it would take a lifetime to learn how to ride like the character I was playing. Luckily, we had amazing stunt riders like David Pingree, Dave Castillo and Rich Taylor who had ridden their whole lives." Additional supporting cast for the movie includes an array of television and motion picture stars such as Daryl Hannah, Robert Patrick, Sophia Bush and Cameron Richardson.



KC (Steve Howey) welcomes his brother Trip (Mike Vogel) onto the field.

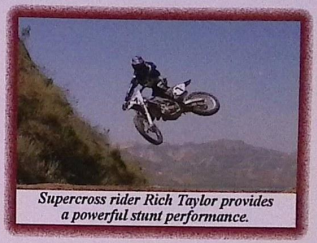
Rowdy (Channing Tatum) impresses Zoe (Sophia Bush) by taking center stage and accepting yet another victory award.

The strategic partnership between TAG Entertainment and Clear Channel Entertainment – Motor Sports provided extensive access to the "real" world of supercross; access to stadium facilities; access to professional riders; access to experienced industry personnel. With a thirty-five year history, the Clear Channel Entertainment produced and promoted live series offered the most authentic stage in which to film a spectacular Hollywood production. Clear Channel Entertainment Motorsports President Charlie Mancuso's instincts were right on track when it came to evaluating the opportunity to make a movie inspired by the live series, "When it comes to making authentic sports-based movies there is only one way to go – movie-makers have to live the sport each and every day. We are pleased that TAG Entertainment delivered on that promise".

Trip (Mike Vogel) discovers his new ride for the first time at Hog Heaven.

Once Clear Channel Entertainment-Motor S
ports signed on a number of other high-profile industry participants joined the production; most notably Parts Unlimited, THOR and American Honda Motor Corporation. During an address to the Motorcycle Industry Council (MIC) Steve Austin cited his personal goals for the movie, "Every movie-maker wants a hit, and some are as bold as to say a "breakout" hit. My desires are tempered by my sincere wishes for the industry. I will define success for this movie not just by a big box office but by a steady increase in the number of motorcycle riders across the country." Jeff Fox, President of Parts Unlimited, echoed his statements by adding, "This movie is good for the industry. We should all get behind this and support the production any way we can".

Pre-Production on the movie began January 2003. The production crew shot extensive footage at each of the live events of the 2003 and 2004 Supercross GP series. TAG Entertainment has amassed thousands of hours of footage from the two live series in order to select specific shots for inclusion in the movie. Steve Boyum, Director of the supercross movie (whose credits include "Motocrossed", Groundhog Day", "Mr. Holland's Opus" and "Johnny Tsunami"), felt strongly about the additional production value being added to the movie, "I was impressed by the amount of preparation the folks at TAG had done prior to my joining as Director." As Mike Vogel (Trip Carlyle) notes about the inclusion of professional supercross riders as supporting cast, "I developed a respect for these athletes, daredevils, and madmen. They are true modern-day gladiators cheating death and injury without even a thought to the matter."

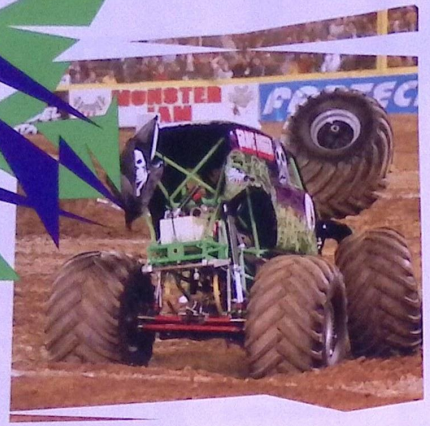


Supercross rider Rich Taylor provides a powerful stunt performance.

Piper (Cameron Richardson) and Trip (Mike Vogel) enjoy a quiet moment after racing at Hog Heaven.

The movie has received an overwhelmingly positive response from industry insiders. 20th Century Fox, the movie's domestic distributor, is pleased by the quality of the production; stating that the fast-pace, dramatic tone and rhythmic timing of the film will make this a "must-see" for viewing audiences in Summer 2005. As key cast member Cameron Richardson (Piper Cole) states, "My favorite scene to shoot was the ending scene. To see an entire stadium of fans, 50,000 – 60,000 people jump to their feet in sheer excitement over the performance of the Actors and the Riders left me breathless" as they say...there is nothing like a Hollywood ending!

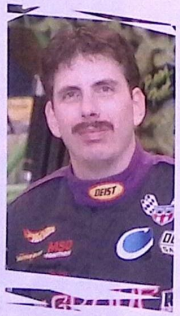
- Nzinga Garvey, TAG Entertainment, Inc.



GRAVE DIGGER

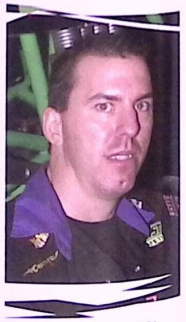
BODY TYPE: 1950 CHEVY PANEL TRUCK

Carl Van Horn
Camden, NC

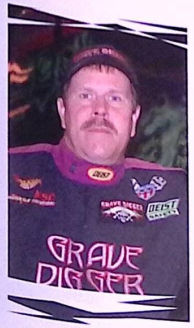


Charlie Pauken
Toledo, OH

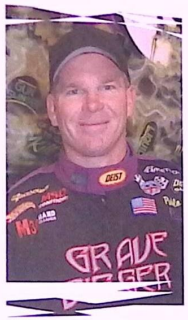
Randy Brown
Camden, NC



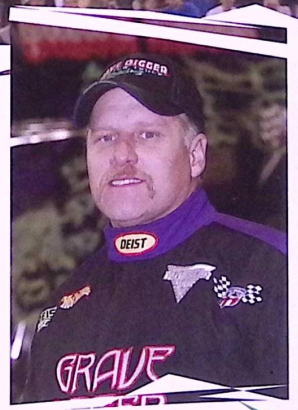
Rod Schmidt
Charles City, IA



Gary Porter
Wadesboro, NC



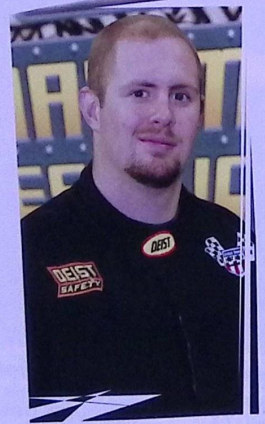
Pablo Huffaker
Tomball, TX



CREATOR & DRIVER
Dennis Anderson
Kill Devil Hills, NC

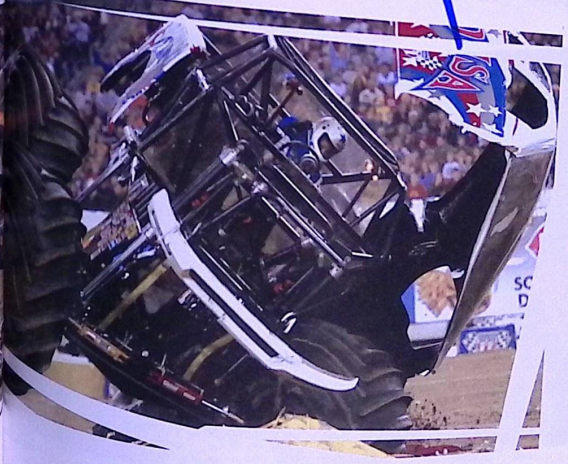
MAXIMUM DESTRUCTION

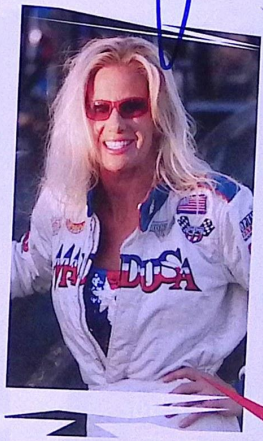
DRIVERS: Tom Meents, Phil Foster **HOMETOWN:** Paxton, IL
BODY TYPE: Futuristic SUV



MADUSA

DRIVER: Madusa **HOMETOWN:** Tampa, FL **BODY TYPE:** 2004 Ford F-150



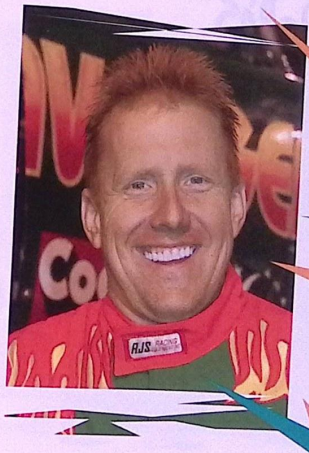


EL TORO LOCO

DRIVER: Lupe Soza **HOMETOWN:** Banquete, TX
BODY TYPE: 2004 Custom Bull

AVENGER

DRIVER: Jim Koehler **HOMETOWN:** Columbus, MI
BODY TYPE: 1957 Chevy Bel-Air

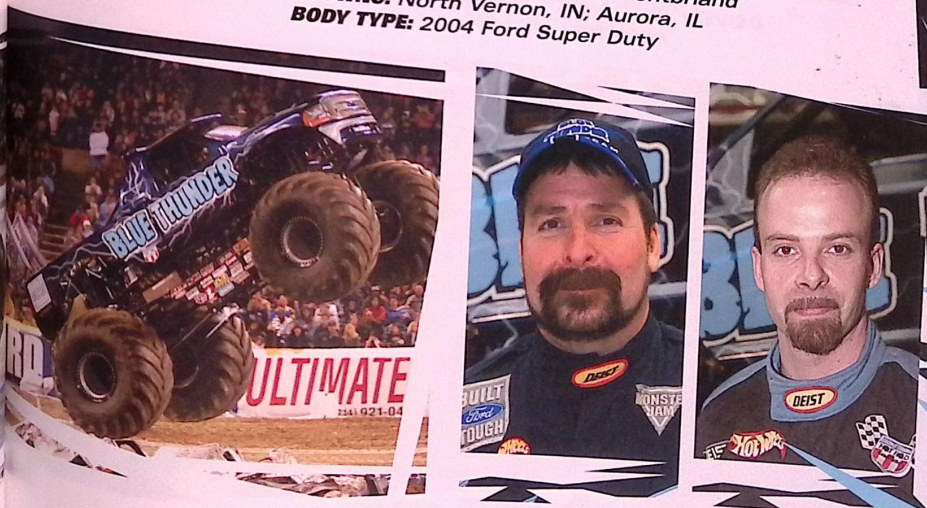


BLACKSMITH

DRIVERS: Aaron Basl (top left), Ryan Huffaker, Tina Huffaker
HOMETOWNS: Aumsville, OR; College Station, TX; Tomball, TX
BODY TYPE: 1941 Willys

BLUE THUNDER

DRIVERS: (From left) Tony Farrel, Scott Pontbriand
HOMETOWNS: North Vernon, IN; Aurora, IL
BODY TYPE: 2004 Ford Super Duty



BOUNTY HUNTER

DRIVER: Jim Creten **HOMETOWN:** Tonganoxie, KS
BODY TYPE: 2001 Ford Expedition

BULLDOZER

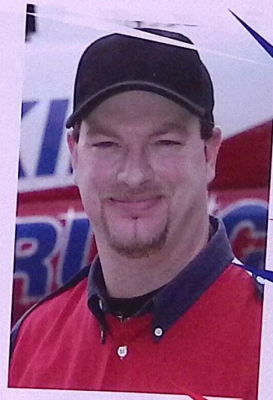
DRIVER: Rob Knell **HOMETOWN:** Paxton, IL
BODY TYPE: 2004 Custom Bull

HOT WHEELS

BODY TYPE: 2005 Ford Super Duty

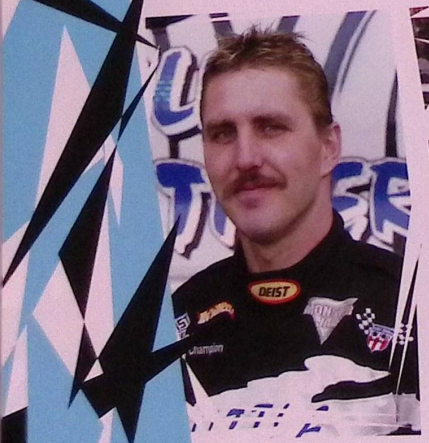
KING KRUNCH

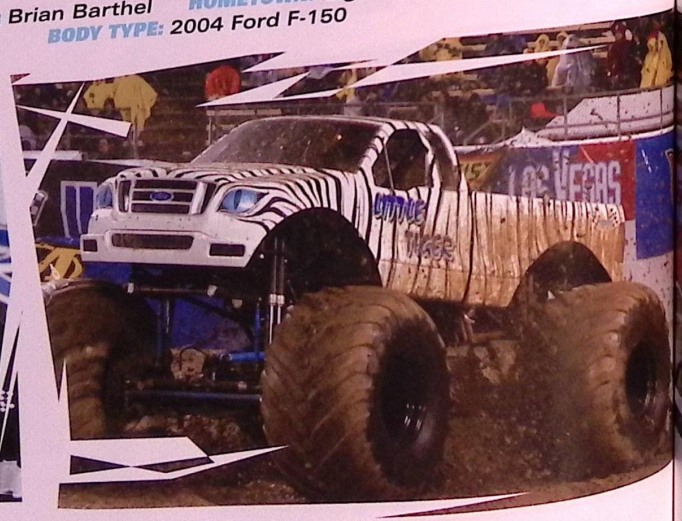
DRIVER: David Smith **HOMETOWN:** Spring, TX
BODY TYPE: 2003 Chevy Silverado



LITTLE TIGER

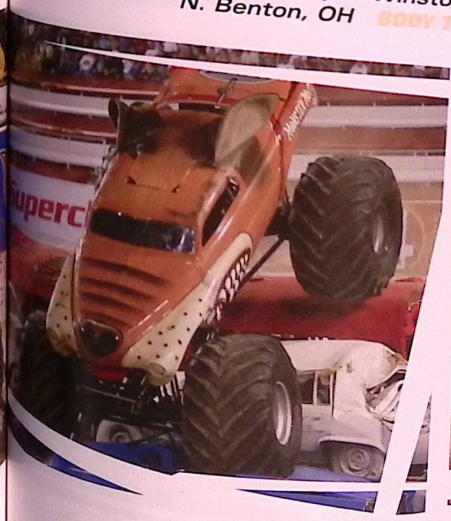
DRIVER: Brian Barthel **HOMETOWN:** Big Lake, MN
BODY TYPE: 2004 Ford F-150

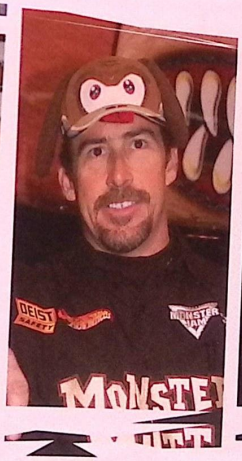




MONSTER MUTT

DRIVERS: Bobby Z, Bryan Winston
N. Benton, OH **HOMETOWNS:** West Chicago, IL;
BODY TYPE: 1950 Mercury Mutt



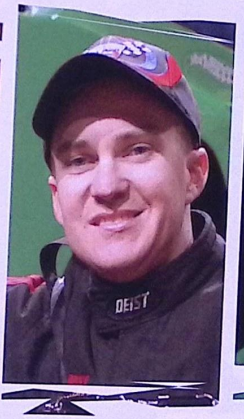


SUZUKI

DRIVER: Kathy Winston **HOMETOWN:** N. Benton, OH **BODY TYPE:** 2004 Chevy

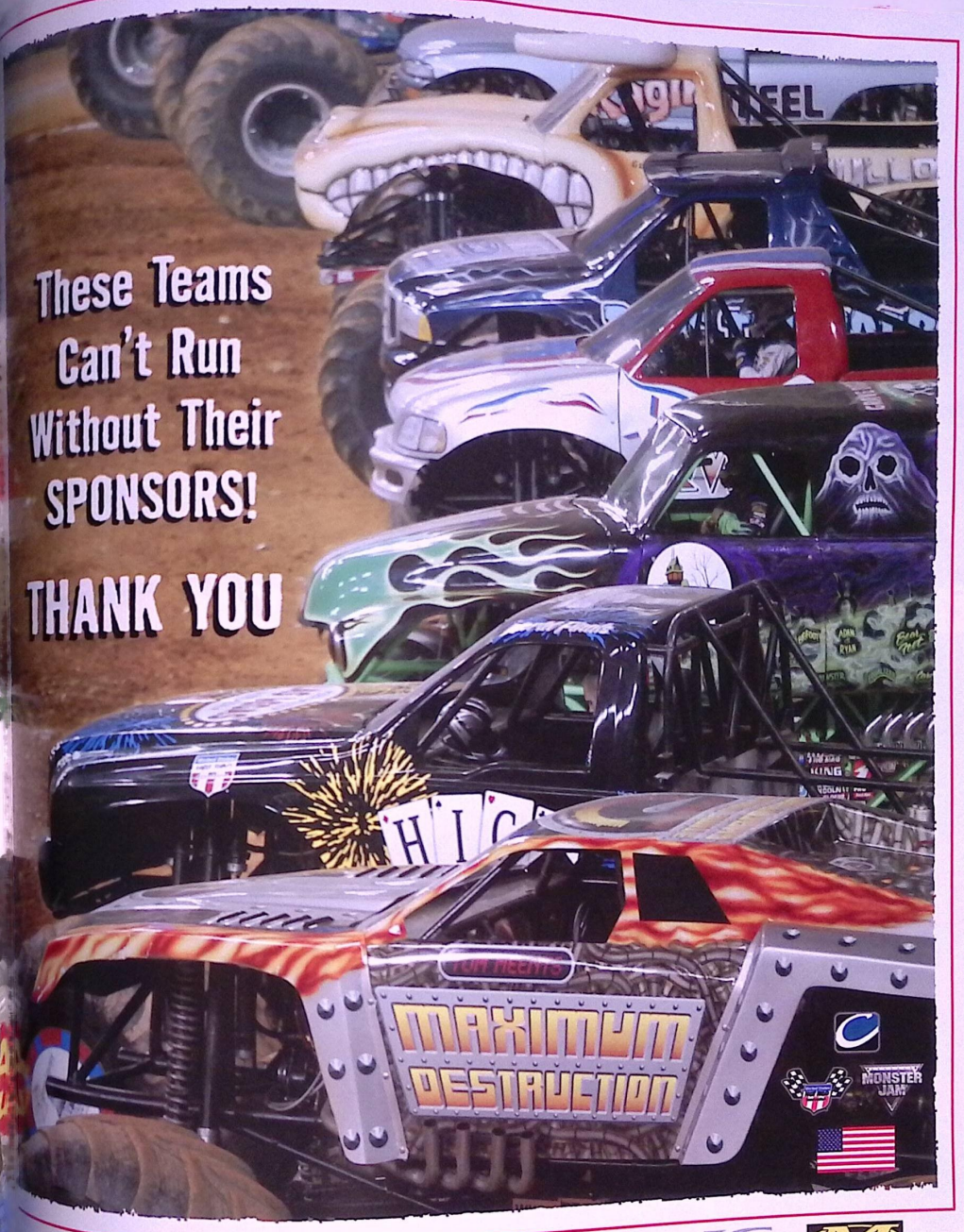
TEENAGE MUTANT NINJA TURTLE

DRIVERS: Brandon Harrington, Alex Blackwell
HOMETOWNS: Wadesboro, NC; Frackville, PA **BODY TYPE:** 2004 Hard Top Reptile



VIRGINIA GIANT

DRIVER: Diehl Wilson **HOMETOWN:** Winchester, VA **BODY TYPE:** 2003 Ford F-150



Racer's Tape
OPTIMA BATTERIES
ENERGY RELEASE
Auto Meter
JET-HOT
MSD IGNITION
KING ENGINE BEARINGS
MECHANIX WEAR
DEIST SAFETY
Arsenault Associates
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WORLD
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ARP
LINCOLN ELECTRIC MOTORSPORTS
WISECO
Coan Racing
SPEED PRO
CROWER RACING PRODUCTS
ENERGY SUSPENSION
Perma-Cool
VP Racing

AIRBORNE RANGER

DRIVER: Joe Cypher **HOMETOWN:** Reno, NV
BODY TYPE: 2001 GMC Sierra

ARACHNAPHOBIA

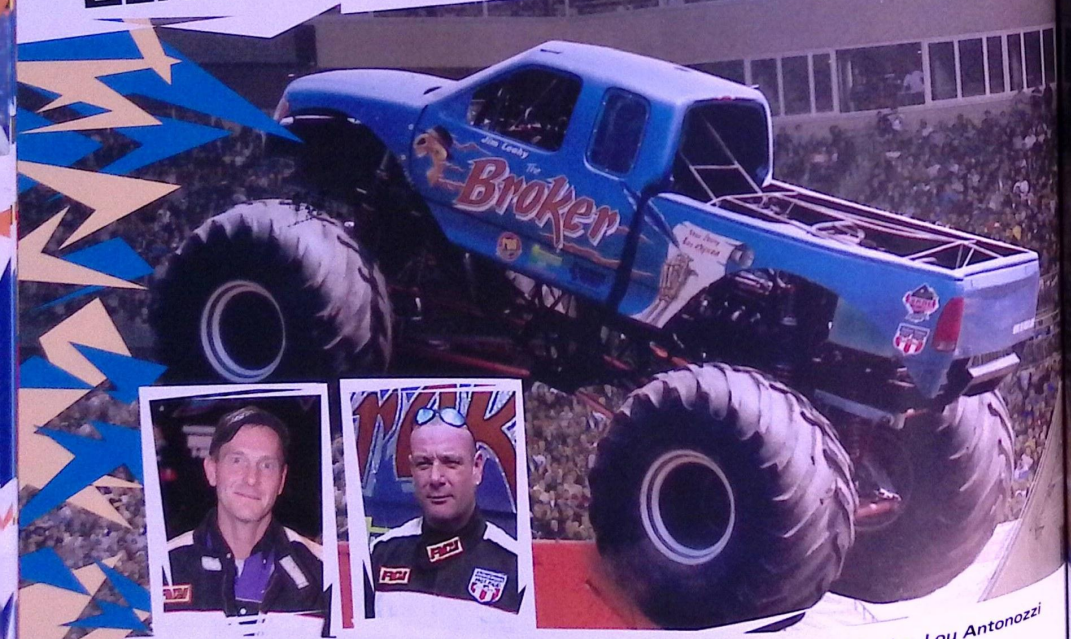
DRIVER: Scott Anderson **HOMETOWN:** Idaho Falls, ID
BODY TYPE: 2001 Chevy Ext. Cab

BAD NEWS

DRIVER: Bruce Haney **HOMETOWN:** Bronson, FL
BODY TYPE: 2002 Chevy

BLACK STALLION

DRIVER: Mike Vaters **HOMETOWN:** Hagerstown, MD
BODY TYPE: 2003 Ford F-150



THE BROKER

DRIVERS: (from left) Jim Leahy, Lou Antonozzi
HOMETOWNS: Manahawkin, NJ
BODY TYPE: 2003 Ford F-150 Ext. Cab

BRUTUS

DRIVER: Chris Bergeron **HOMETOWN:** Columbus, MI
BODY TYPE: 2001 Chevy Dog Body

CYBORG

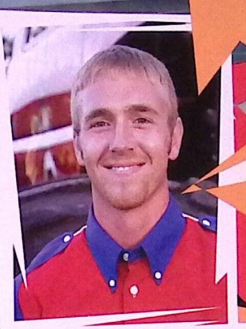
DRIVER: Jack Koberna **HOMETOWN:** Albuquerque, NM
BODY TYPE: 2001 Ford F-150 Modified Body

DESTROYER

DRIVER: Dan Evans **HOMETOWN:** Scottville, MI
BODY TYPE: 2004 Chevy S-10

DEVASTATOR

DRIVER: Mark Schroeder
HOMETOWN: Muskego, WI
BODY TYPE: 2004 Chevy



EL MATADOR

DRIVER: Daron Basl **HOMETOWN:** Shaw, OR
BODY TYPE: 2003 Chevy

EQUALIZER

DRIVER: Mike Hawkins **HOMETOWN:** Catlett, VA
BODY TYPE: 2001 Chevy S-10 Ext. Cab

ERADICATOR

DRIVER: Andy Slifco **HOMETOWN:** Pottsville, PA
BODY TYPE: 2003 Dodge Durango

FULLBOAR

DRIVER: Ed Eckert **HOMETOWN:** Newaygo, MI
BODY TYPE: 2001 Ford Super Duty

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GUN SLINGER

DRIVER: Scott Hartsock **HOMETOWN:** Bushnell, FL
BODY TYPE: 2002 Ford F-150

IRON OUTLAW

DRIVER: Linsey Weenk
HOMETOWN: Devil's Coulee, Alberta
BODY TYPE: 2001 Ford Expedition

IRON WARRIOR

DRIVERS: (from left) Glen Bowlin, Trey Meyers
HOMETOWNS: Fort Meyers, FL; Brunswick, MD
BODY TYPE: 2001 Ford Ranger

JURASSIC ATTACK

DRIVER: Nathan Weenk
HOMETOWN: Devil's Coulee, Alberta
BODY TYPE: 1998 Ford Triceratops

LIL' MISS DANGEROUS

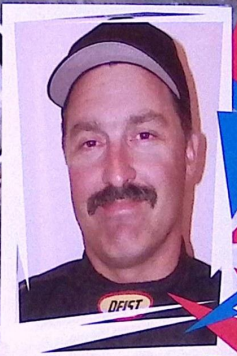
DRIVER: Jocelyn Perrin
HOMETOWN: Coopersville, MI
BODY TYPE: 1940's Willys

MANIAC

DRIVER: Don Frankish **HOMETOWN:** Lethbridge, Alberta
BODY TYPE: 2002 Ford Super Duty

OBSESSION

DRIVERS: (from left) Rick Swanson, Steve Reynolds
HOMETOWNS: Menifee, CA; Paxton, IL
BODY TYPE: 2004 Ford F-350 Super Duty



THE PATRIOT

DRIVER: Danny Radoni **HOMETOWN:** Santa Cruz, CA
BODY TYPE: 2002 Chevy 2500 HD

PREDATOR

DRIVERS: Alan Pezo (pictured), Dale Mitchell, Larry Jaruzel
HOMETOWNS: Brentwood, TN; Memphis, TN; Millington, MI
BODY TYPE: 2002 Chevy Concept Body

PROWLER

DRIVERS: Dale Mitchell (left), Larry Jaruzel
HOMETOWNS: Memphis, TN; Millington, MI
BODY TYPE: 2003 Chevy Concept Body

RAMBO

DRIVER: Mike Nitzke **HOMETOWN:** Hastings, NY
BODY TYPE: 1999 Chevy

RAP ATTACK

DRIVER: David Rappach
HOMETOWN: Vienna, OH
BODY TYPE: 2001 GMC Sierra

REPTOID

DRIVER: Jim Jack **HOMETOWN:** Milton, FL
BODY TYPE: 2005 Chevy Reptile

ROLLING THUNDER

DRIVER: Jim Bendzick
HOMETOWN: Faribault, MN
BODY TYPE: 1998 Chevy

SAFE AUTO

DRIVER: Chad Tingler **HOMETOWN:** Stuarts Draft, VA
BODY TYPE: 2005 Ford F-150

SAMSON

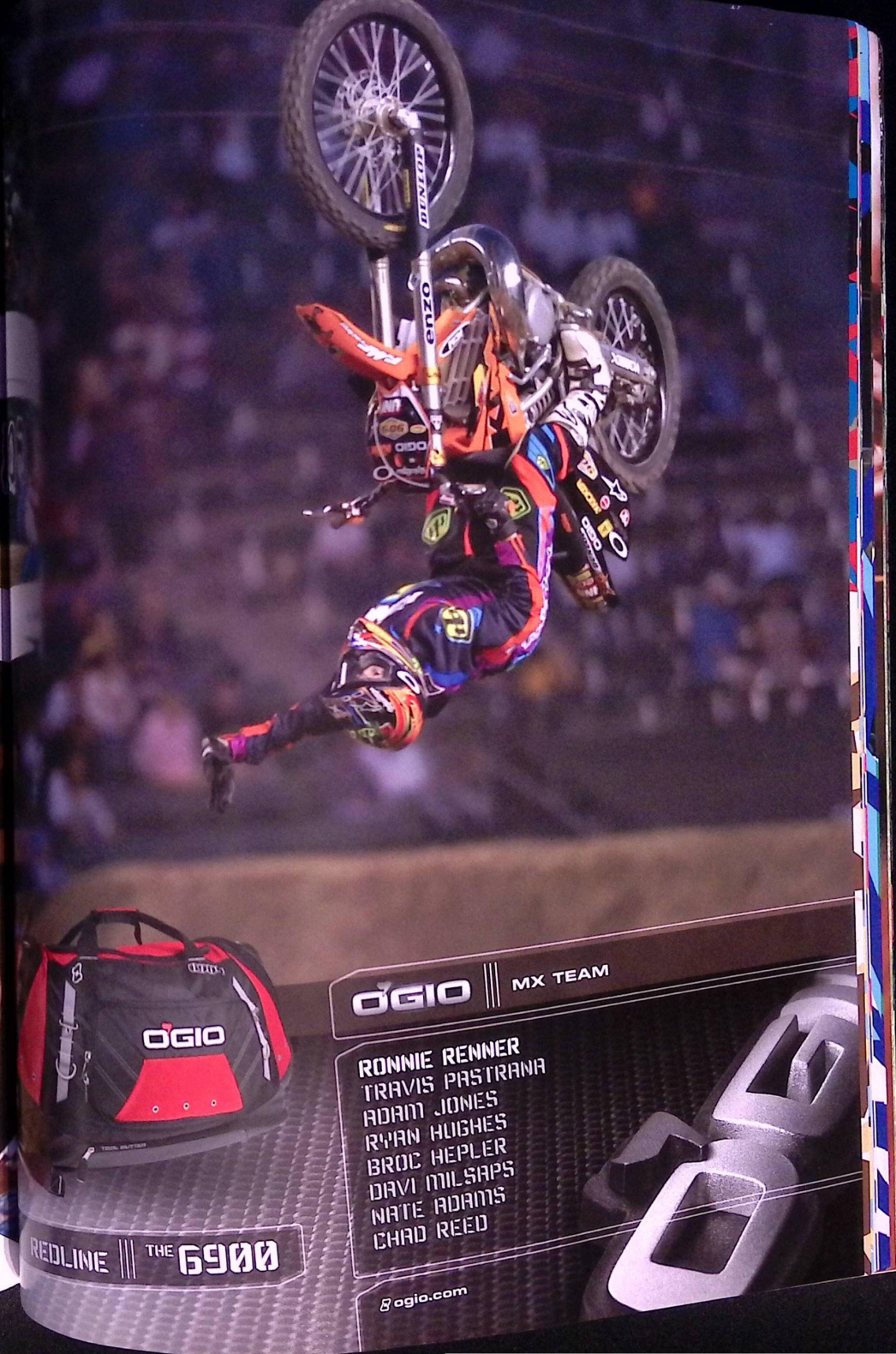
DRIVER: Dan Patrick **HOMETOWN:** Circleville, OH
BODY TYPE: 1998 Chevy Silverado

SCARLET BANDIT

DRIVER: Dawn Creten **HOMETOWN:** Tonganoxie, KS
BODY TYPE: 2001 Ford Expedition

SHOCKER

DRIVER: Pat Gerber **HOMETOWN:** Bakersfield, CA
BODY TYPE: 2000 Custom Chevy



STONE CRUSHER

DRIVER: Gary Wiggins **HOMETOWN:** Wilmington, NC
BODY TYPE: 2003 Ford Super Duty

SUDDEN IMPACT

DRIVER: Brandon Lagarde
HOMETOWN: Jefferson, LA
BODY TYPE: 2004 Ford Super Duty

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SUPERMAN

DRIVER: Chad Fortune **HOMETOWN:** Atlanta, GA
BODY TYPE: 2004 Ford F-150

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TASMANIAN DEVIL

THRASHER

DRIVER: Pat Summa **HOMETOWN:** Danbury, CT
BODY TYPE: 2003 Ford F-150

T-MAXX

DRIVER: John Seasock **HOMETOWN:** Frackville, PA
BODY TYPE: 2004 Ford Super Duty

WAR WIZARD

DRIVER: Randy Moore **HOMETOWN:** Bristol, TN
BODY TYPE: Futuristic 1941 Willys

WILD HAIR

DRIVER: Jason Witte **HOMETOWN:** Washington, MO
BODY TYPE: 2005 Chevy Silverado

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TOM JONES

PRO TRUCKS

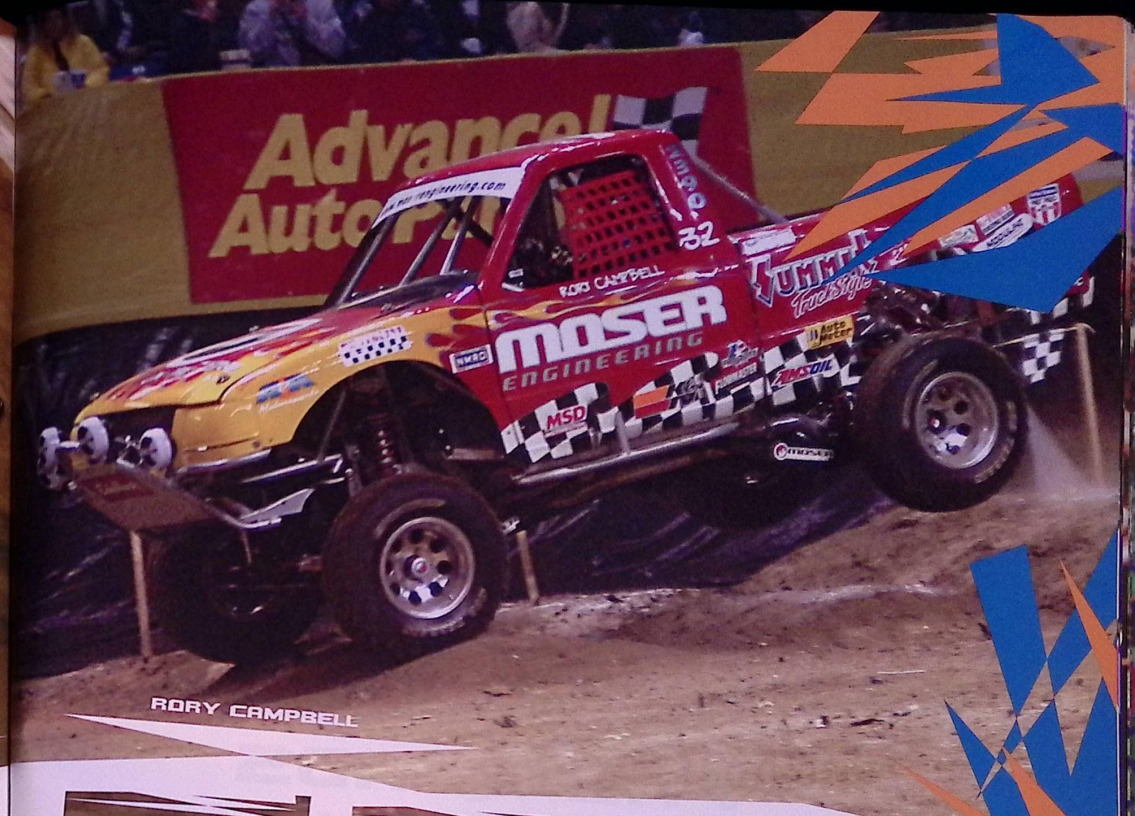
In 2004, the Pro Truck Points Series was split into two separate divisions, pitting the east coast against the west in an all-out battle for the championship. Listed and pictured here are the eight top performers in a group of superstars. These trucks and SUVs are restricted to a mere 366 cubic inch engines producing 600 horsepower but that does not stop them from achieving speeds of 60 mph and completing a hairpin turn in under 200'. With these conditions come danger, which is why the USHRA team holds these drivers and crews to a strict standard of safety and carefully inspects each vehicle before every race. With upwards of thirty competitors at each event, a Pro Truck driver is given only one attempt to gain one of the sixteen coveted racing spots. Because the level of competition is so high, often the difference between number one and going home before the race event starts is separated by only a few tenths of a second.

BRIAN SPADY

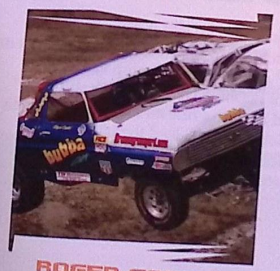
JOHN ALEXANDER

TIM SCHEFER

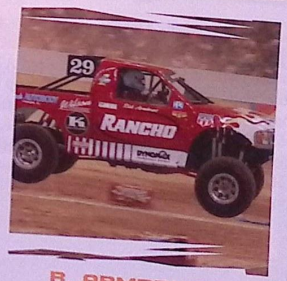
CHRIS PACE



RORY CAMPBELL

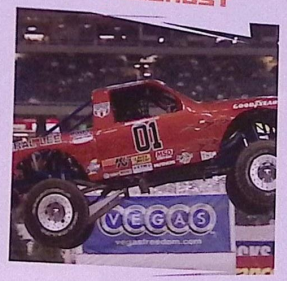


ROGER CARDOT



R. ARMBRUST

R. ARMBRUST



JEFF DEDICK

West Division Points Leaders

1) Tom Jones 4705 pts.
2) Brian Spady 3930 pts.
3) John Alexander 2380 pts.
4) Tim Schefer 2373 pts.
5) Chris Pace 2247 pts.

East Division Points Leaders

1) Rory Campbell 3645 pts.
2) Roger Cardot 2937 pts.
3) Rick Armbrust 2450 pts.
4) Adam Armbrust 2325 pts.
5) Jeff Dedick 2035 pts.

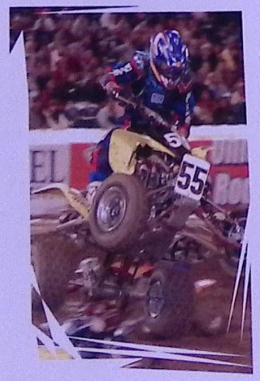
2004 Formula USA Pro Quad Champion
Tim Farr, Factory Honda Rider #4

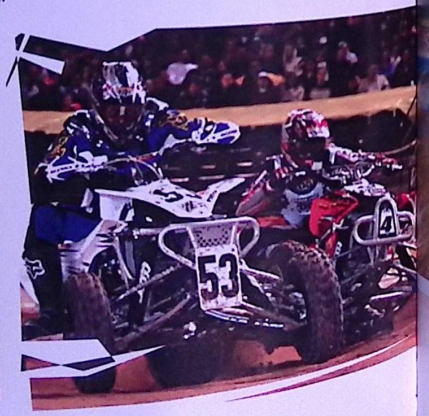
PRO QUADS

ATV competition in the United States has thrilled race fans for more than 20 years and this tradition of excitement continues with the Formula USA Pro Quad Series that returns to US Stadiums for 5 events in 2005. The Pro Quad Series brings together the nations top Factory sponsored ATV racers against the top Privateer teams to match their skills on the demanding stadium ATV tracks that make up the Formula USA Series. Featured in the 2005 series is 5-time Formula USA Champion Tim Farr, who returns to defend his 2004 title on his Factory Honda sponsored ATV. As the bar banging, wheel rubbing all out big air assault begins, Kory Ellis will lead the pack of challengers on his Factory Yamaha. More of the nations' top professional riders such as 2003 Champion Dana Creech, Keith Little, Jason Dunkelberger, Daryl Rath and other privateer riders will compete through a series of qualifiers and heats earning a position into the main event. Each race will prove pivotal in an all out battle to the checker flag proclaiming themselves the 2005 Formula USA Pro Quad Champion.

2004 PRO QUAD FINAL STANDINGS

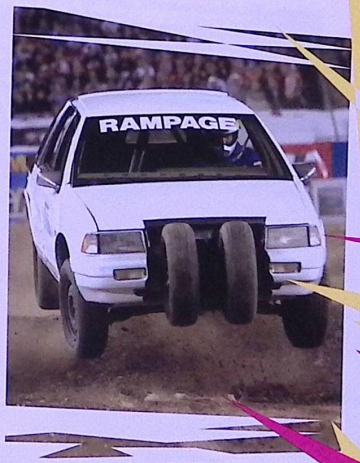
1. Tim Farr 470
2. Kory Ellis 437
3. Jason Dunkelberger..428
4. Dana Creech 423
5. Skyler Stewart 411
6. Darrell Patton 405
7. Patrick Brown 337
8. Jeremy Schell 305
9. Daryl Rath 305
10. Sage Baker 303





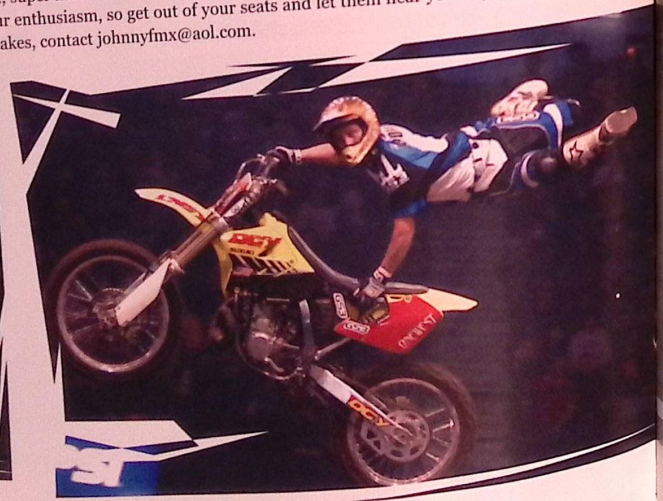
D.I.Y. MOTORSPORTS

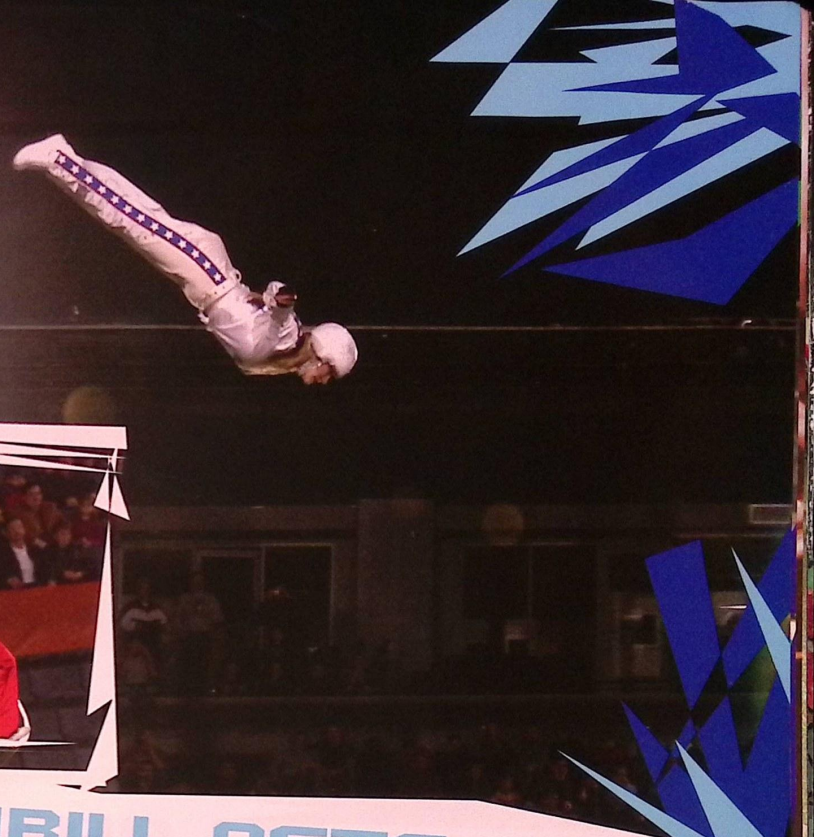
F.Y.I., D.I.Y. = Do It Yourself. (Clockwise from top) Demolition Derby; Street Warriors; Autocross



FREESTYLE MOTOCROSS

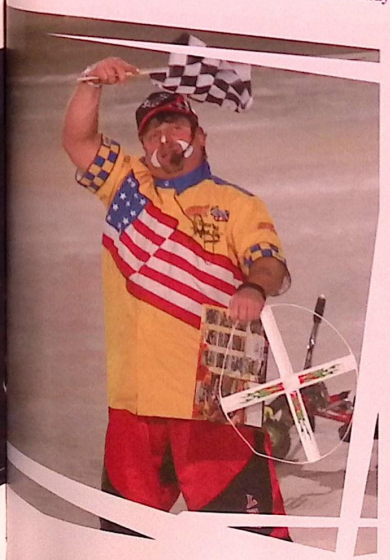
Freestyle Motocross has become the premier extreme sport on the planet. With a trick list that includes heart attacks, the kiss of death, super nacs and back flips, FMX is a feature not to be missed at USHRA events. These daredevils feed off your enthusiasm, so get out of your seats and let them hear you. If you are a jumper and think you have what it takes, contact johnnyfmx@aol.com.





THRILL ACTS

(Clockwise from top) Cannon Lady; Jet Quad; Aaron Smith's Moto Backflip; Hot Rod the clown

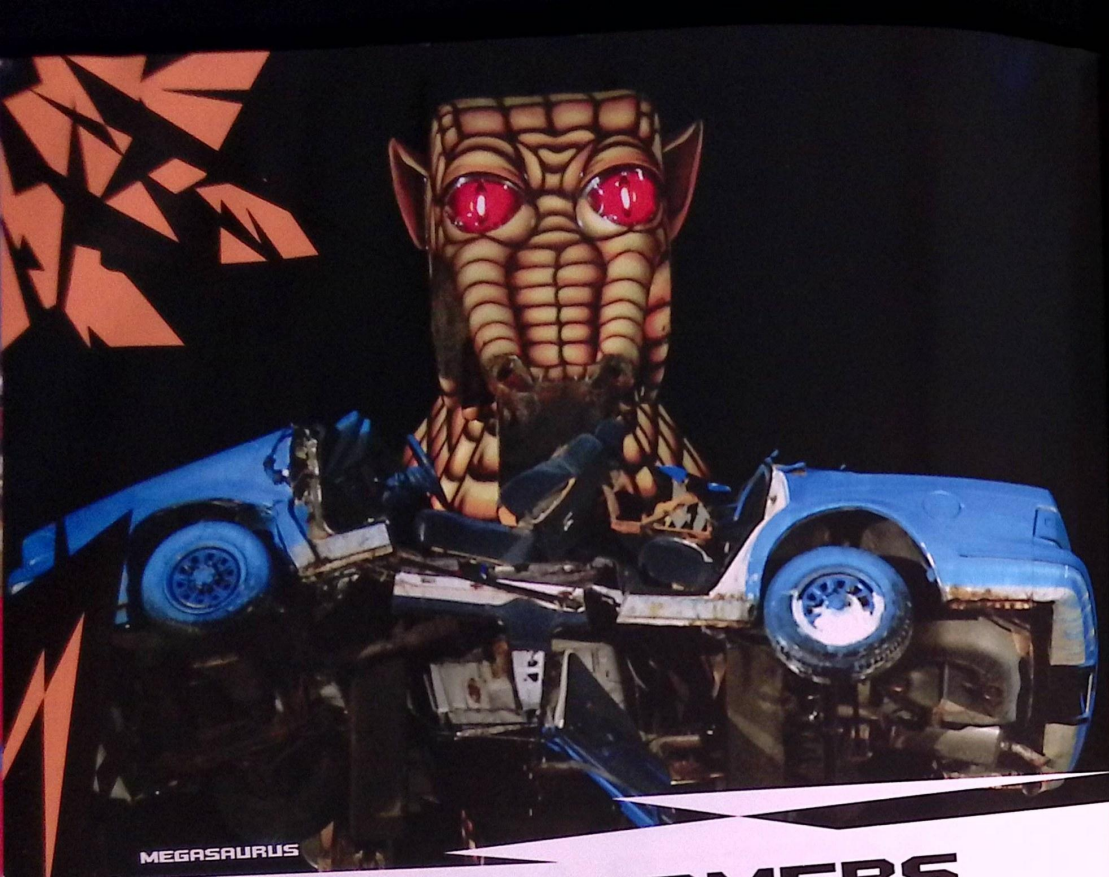


QUAD WARS

Quad Wars riders are the gladiators of the United States Hot Rod Association. The teams are made up of the most talented ATV racers from across the country who battle to the bitter end for their team. This sometimes leads to conflict and controversy, which, in turn, leads to some very exciting racing action. Be sure to cheer for your local heroes as they compete for hometown honors. If you think you have what it takes to represent your city, e-mail georgebalhan@clearchannel.com.

MOTOR MANIA

(Clockwise from top) Freestyle Quads; Lawn Mower races; Trials Bikes; Mini Hotrods



MEGASAURUS

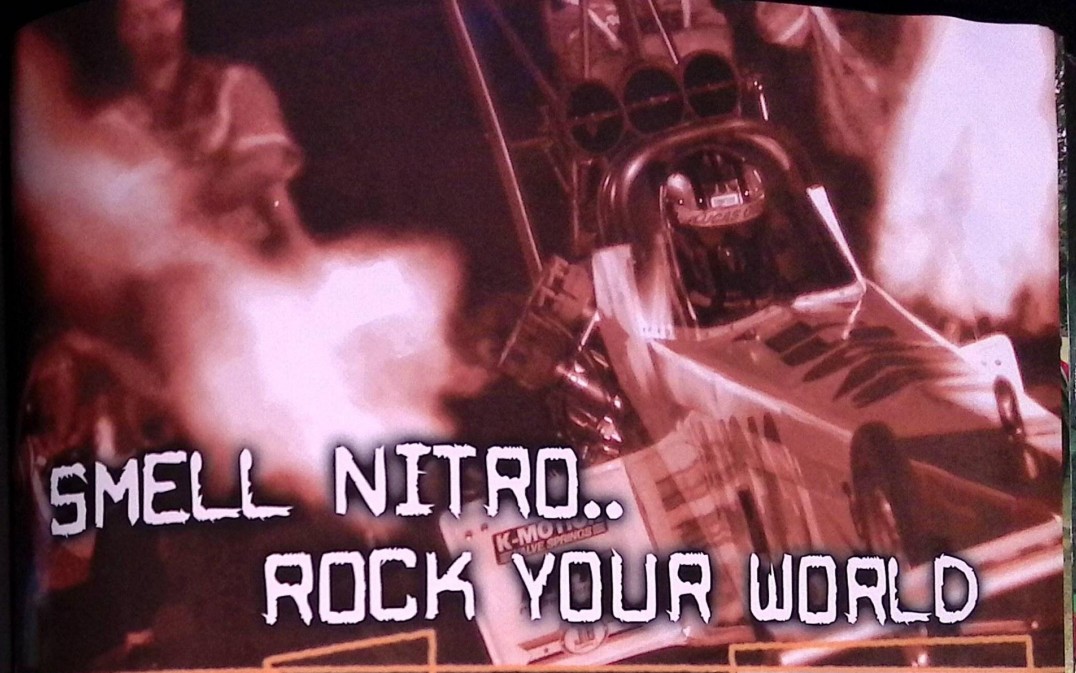
TRANSFORMERS

ROBOSAURUS

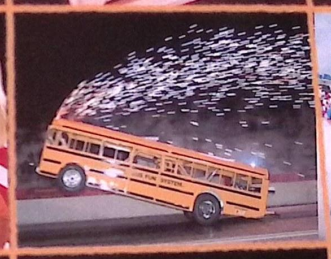
REPTAR vs. GALACTRON

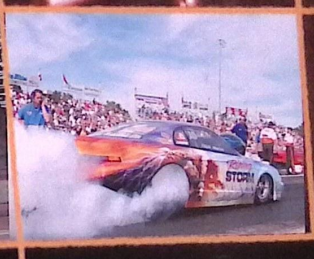
DRACO THE DRAGONATOR

TRANSAURUS



SMELL NITRO..
ROCK YOUR WORLD





2005 Hooters Drag Racing Series Schedule

March 31-April 2*
4th Annual Amalie Oil Texas Nationals presented by Ancira Cars, Trucks and RV's
San Antonio Raceway, San Antonio, Texas (830) 914-4646

April 22-24
38th Annual IHRA Spring Nationals presented by Castrol
Rockingham Dragway, Rockingham, N.C. (910) 582-3400

May 26-28*
5th Annual ACDelco Nationals
Virginia Motorsports Park, Richmond, Virginia (804) 862-3174

June 10-12
6th Annual MOPAR Canadian Nationals
Grand Bend Motorplex, Grand Bend, Ontario (519) 238-7223

June 24-26
3rd Annual Western RV Rocky Mt. Nationals presented by Northern Provincial Pipelines and Edison Chrysler/Dodge/Jeep
Budweiser Motorsports Park, Edmonton, ALT (780) 461-5801

July 15-17
3rd Annual Motor City National presented by Heritage Newspapers
Milan Dragway, Milan, MI (734) 439-7368

July 29-31
4th Annual ACDelco Canadian Nationals
Toronto Motorsports Park, Cayuga, Ontario

August 11-13*
24th Annual Torco Racing Fuels Northern Nationals
U.S. 131 Motorsports Park, Martin, Michigan

August 24-27**
28th Annual Sunoco World Nationals presented by PPG
Norwalk Raceway Park, Norwalk, Ohio

September 9-11
10th Annual Amalie Oil North American Nationals brought you by Auto Value Stores
New England Dragway, Epping, N.H.

September 22-24*
14th Annual Presidents Cup Nationals
Maryland Int'l Raceway, Budds Creek, Maryland

October 7-9
10th Annual Bethesda SoftWorks World Finals
Rockingham Dragway, Rockingham, N.C.

* Thurs.-Sat. event ** Wed.-Sat. event

FOR TICKET INFORMATION LOG ONTO WWW.IHRA.COM

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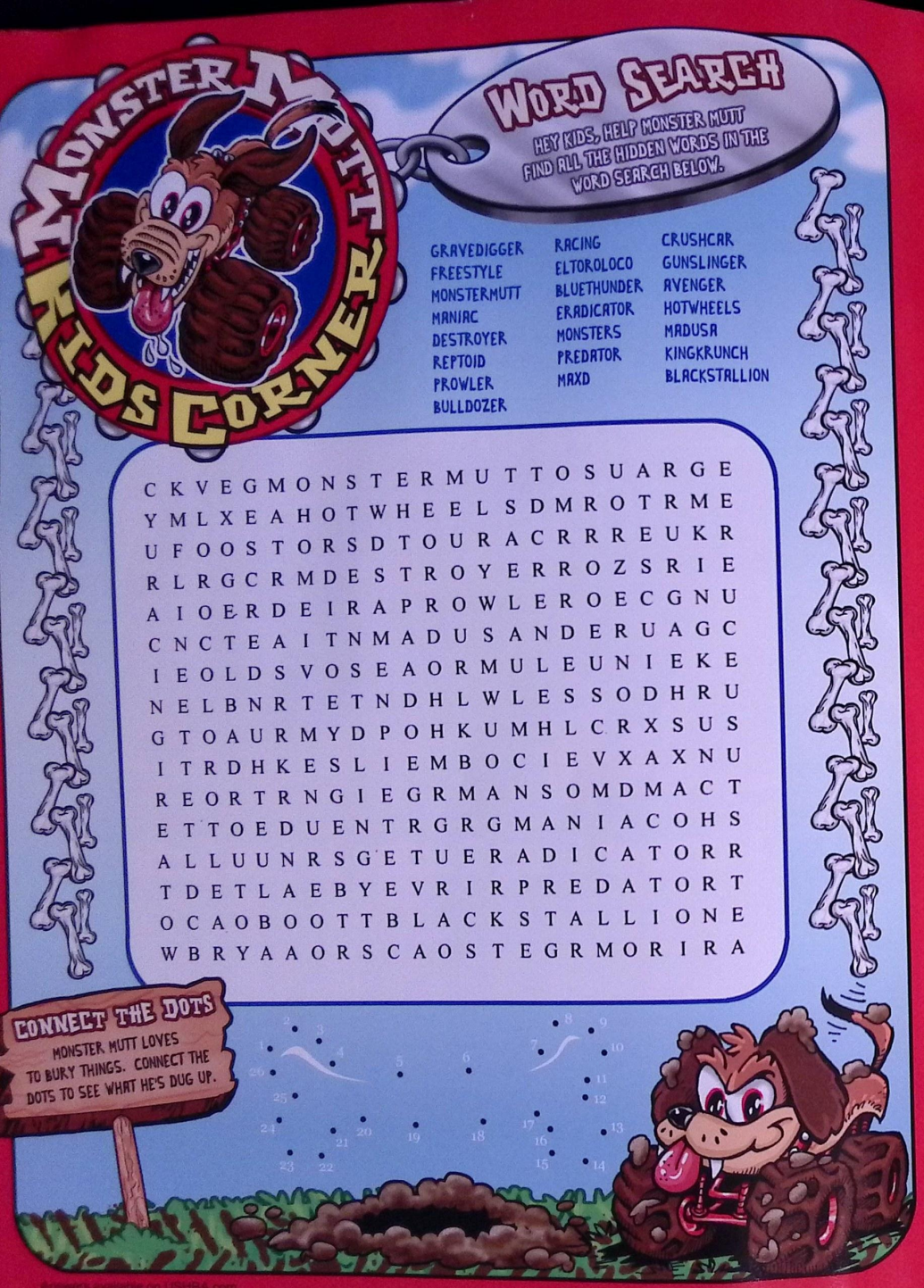
MONSTERMUTT
MANIAC
DESTROYER
REPTOID
PROWLER
BULLDOZER
RACING
ELTOROLOCO
BLUETHUNDER
ERADICATOR
MONSTERS
PREDATOR
MAXD
CRUSHCAR
GUNSLINGER
AVENGER
HOTWHEELS
MADUSA
KINGKRUNCH
BLACKSTALLION

C K V E G M O N S T E R M U T T O S U A R G E
Y M L X E A H O T W H E E L S D M R O T R M E
U F O O S T O R S D T O U R A C R R R E U K R
R L R G C R M D E S T R O Y E R R O Z S R I E
A I O E R D E I R A P R O W L E R O E C G N U
C N C T E A I T N M A D U S A N D E R U A G C
I E O L D S V O S E A O R M U L E U N I E K E
N E L B N R T E T N D H L W L E S S O D H R U
G T O A U R M Y D P O H K U M H L C R X S U S
I T R D H K E S L I E M B O C I E V X A X N U
R E O R T R N G I E G R M A N S O M D M A C T
E T T O E D U E N T R G R G M A N I A C O H S
A L L U U N R S G E T U E R A D I C A T O R R
T D E T L A E B Y E V R I R P R E D A T O R T
O C A O B O O T T B L A C K S T A L L I O N E
W B R Y A A O R S C A O S T E G R M O R I R A

Connect the Dots

MONSTER MUTT LOVES TO BURY THINGS. CONNECT THE DOTS TO SEE WHAT HE'S DUG UP.



Answers available on USHRA.com

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How would you like to host an all-expense paid, catered party with Grave Digger, Dennis Anderson, and 50 of your closest friends? Each year, Clear Channel Entertainment – Motor Sports and the Grave Digger Monster Truck Team award one lucky family with their very own "Grave Digger Block Party." Heading into the 6th year, here's your chance to win!

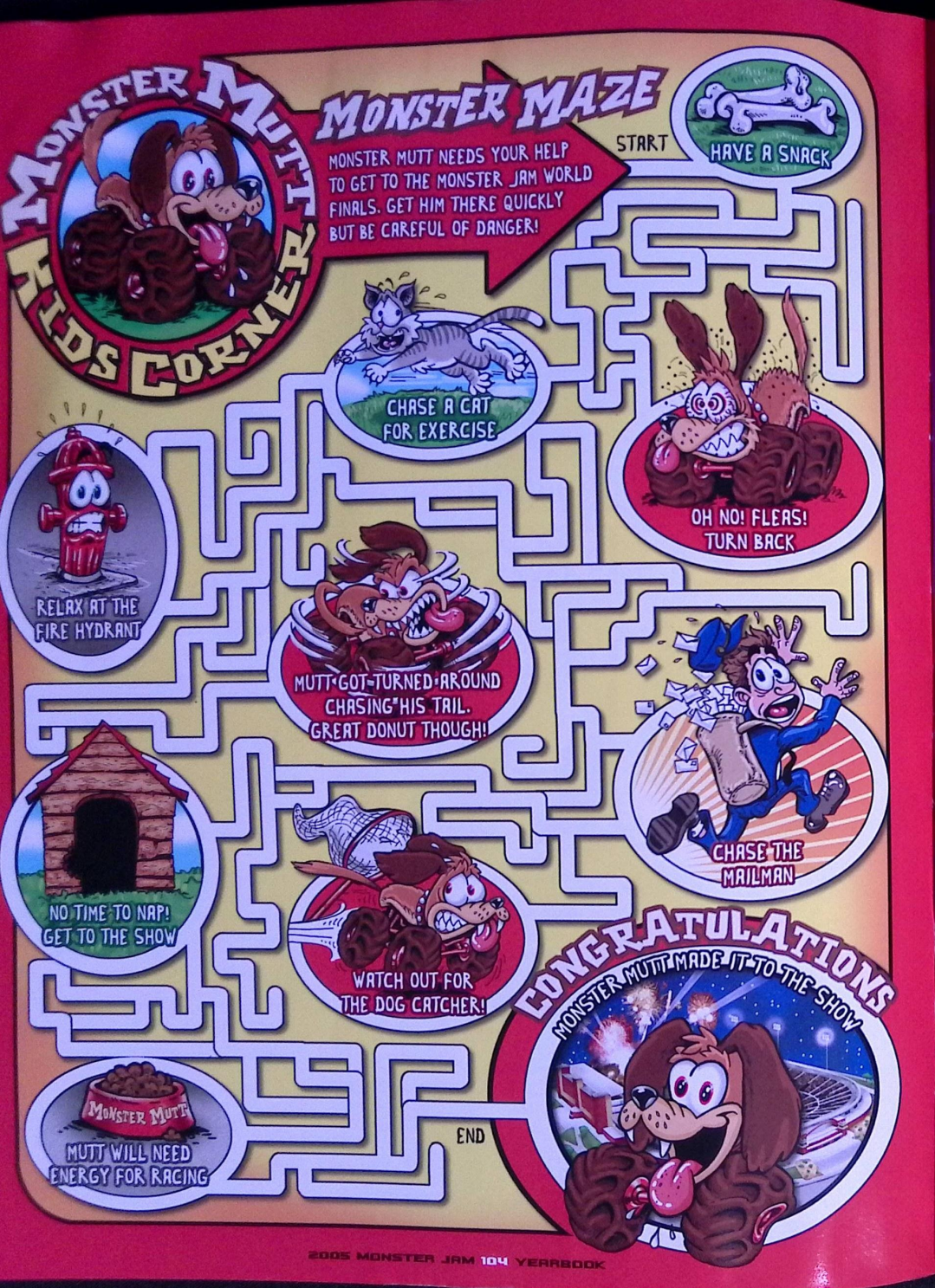
Past parties have been awarded to winners in Florida, Tennessee, California, and Illinois. The 2004 Grave Digger Block Party took place in Watkinsville, GA. The winners were treated to a special day complete with food, fun, music, games and the King of Carnage himself, Dennis Anderson. Best of all, Grave Digger was parked in their front lawn all afternoon!

All you have to do is sign up! Start by logging on to Gravedigger.com. Take a quick peek at all the past fun by viewing the online photo gallery from the 2004 party! Then follow these simple instructions to register to win your day with Digger:

1) Click on the BLOCK PARTY BUTTON on Gravedigger.com
2) Read CONTEST RULES and restrictions**
3) Complete the ONLINE REGISTRATION FORM

**Certain rules and restrictions apply such as age of contestants and employment. Rules available at ushra.com.

GRAVE DIGGER MONSTER TRUCK Racing



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